

# THE COMMERCIAL MOTOR

FRIDAY, OCTOBER 10, 1958  
ONE SHILLING

‘As operators of Thames Traders we find that they are most suitable. They not only prove economical in operation, but have a handling quality and **DRIVING COMFORT TO BE COMPARED WITH A PRIVATE CAR.**’

*Says Mr. J. A. Edmonds, Transport Manager of Henry Hope & Sons Ltd., Birmingham.*

## THAMES TRADER

30 Cwt-7 tons

Operators like the earning capacity and the running economy; managers appreciate the dependability, ease of maintenance and nationwide network of Ford Dealer Service; and drivers acclaim the easy handling and remarkable cab comfort of the NEW THAMES TRADERS. With a complete range from 30 cwt. to 7 tons, these new trucks from FORD are going to lower haulage costs and improve earnings and services wherever they are used! See a Ford Dealer now for the facts.

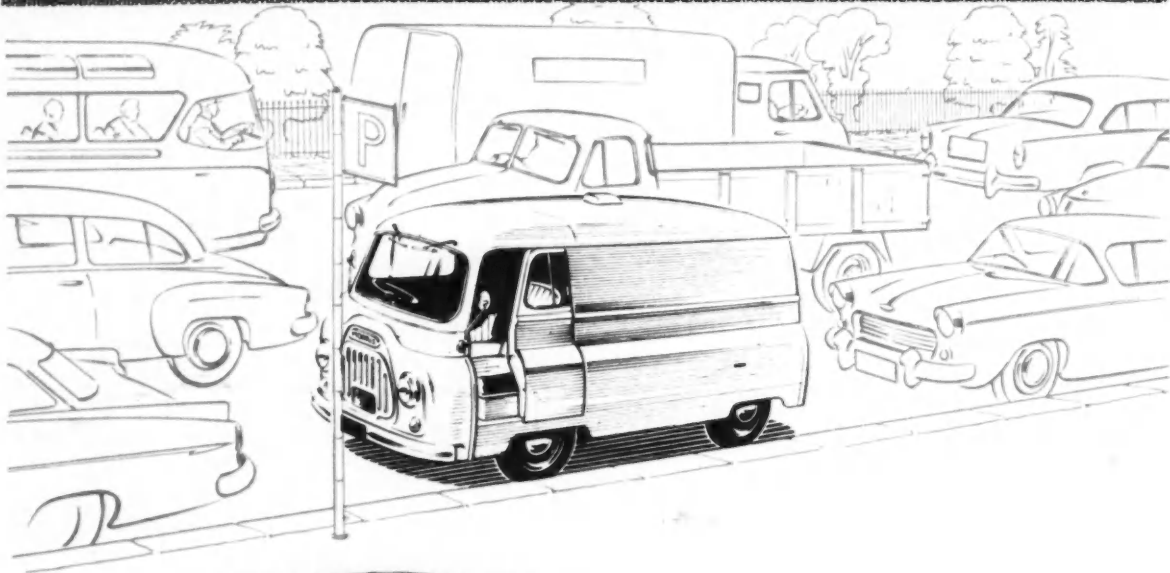


A wide range of special bodies can be mounted on Trader or 10/12 and 15 cwt. van chassis for domestic and export use. If you have a 'special' problem write us or 'phone Dominion 3000 Extension 405 (Export) or 429 (Domestic). We can help and advise you.



MOTOR COMPANY LIMITED · DAGENHAM · ESSEX

**IN and OUT . . . to and fro**  
**Quick parking with ACCURATE STEERING**



**MORRIS** J2 LIGHT VANS

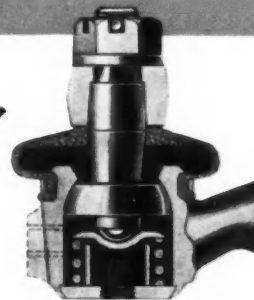
fit **STEERING SAFETY** with

**Thompson**

**STEERING  
JOINTS AND  
TIE RODS**

*the Safest made*

Parking is no problem with the MORRIS J2  
light vans, and at all times the driver can rely on positive  
steering when Thompson tie rods and joints are fitted.



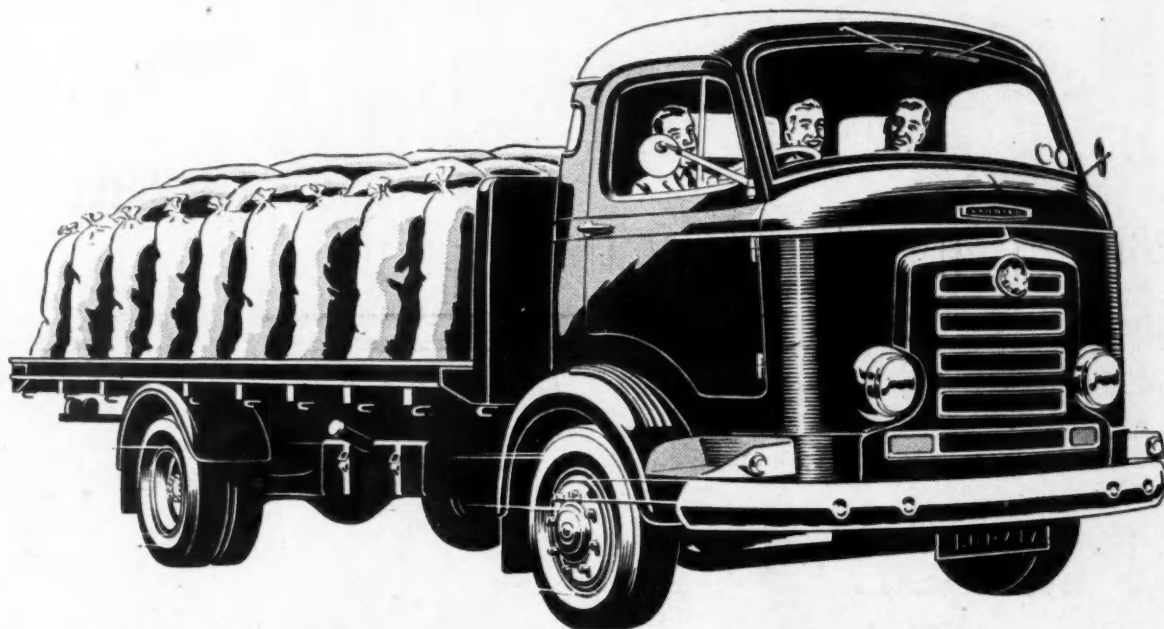


**AND NOW...THE NEW AND ATTRACTIVELY PRICED**

# KARRIER

## "Gamecock"

### 3-4 TONNER

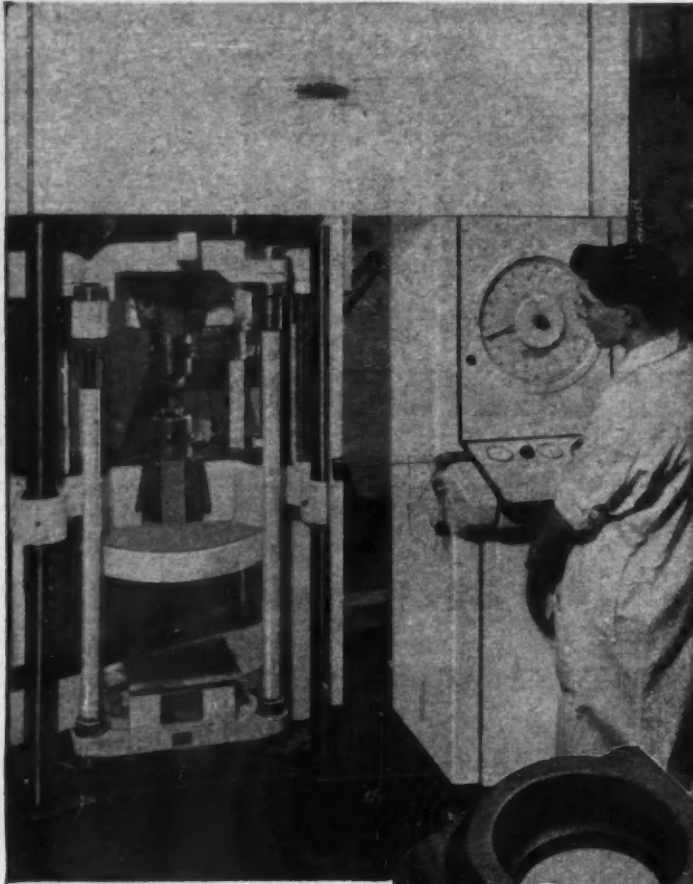


**with 3-seat wide vision cab  
and Karrier medium diesel engine**

- ★ Imposing, prestige-building cab of tough all-steel construction affords first-class driver comfort.
- ★ Deep one-piece windscreen gives wide, panoramic vision.
- ★ Separate driver's seat has horizontal, vertical, and rake adjustment.
- ★ Luxurious, deep foam-rubber seating provided for both driver and passengers.
- ★ Perfectly-placed controls and precision steering ensure effortless handling and manoeuvrability.
- ★ 'Underfloor' engines providing a clear floor area afford maximum cab comfort with heat insulation and silence.
- ★ New Karrier medium diesel engine, a six-cylinder o.h.v. 'underfloor' unit with an unequalled power/weight ratio, develops 87 b.h.p.
- ★ Chrome plated cylinder liners give a phenomenal bore life.
- ★ Outstanding economy is combined with smoothness, ample power, and easy starting.
- ★ Alternative chrome bore petrol engine, the world-renowned Karrier six-cylinder o.h.v. 'underfloor' unit develops 91 b.h.p.
- ★ Two magnificent engines of exceptional longevity and reliability.

**\* 'BANTAM' 2-3 & 4-5 TON LOW LOADERS ALSO AVAILABLE**

**A ROOTES PRODUCT—BUILT STRONGER TO LAST LONGER!**



it  
all  
adds  
up  
to  
**COMPREHENSIVE  
SERVICE**

**Ⓘ Metallurgical Control  
of Raw Materials ...**

The finished product can never be better than the raw material allows: in addition to metallurgical control right from the start FORGINGS AND PRESSWORK LIMITED offer a comprehensive service including—

- Up-to-date Plant and Production Facilities
- Design Consultation and Technical Advisory Service
- Heat Treatment under Laboratory Supervision
- Constant Vigilance and Modern Inspection Equipment

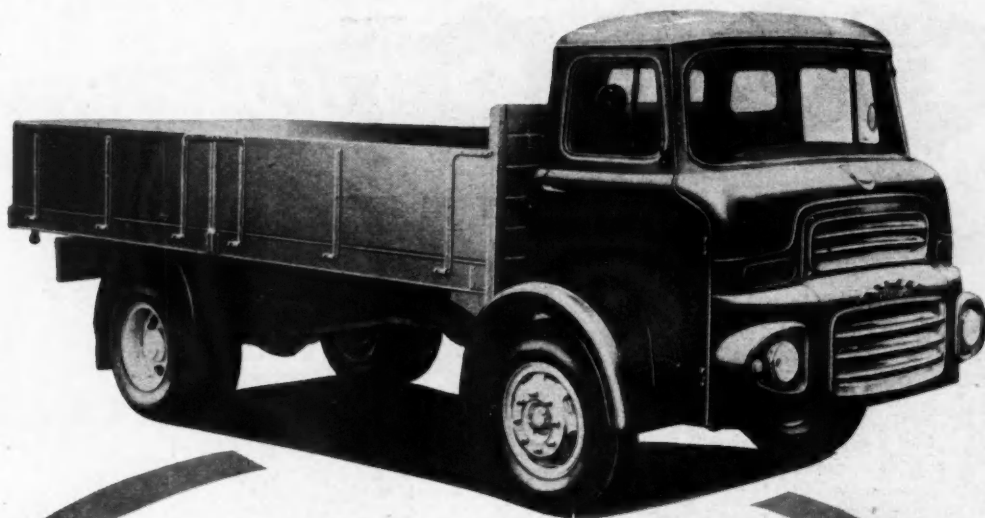
This Company participates in the technical, research, and productive resources shared by the whole Birfield Group, which includes famous firms such as Hardy Spicer Ltd. Laycock Engineering Ltd. The Phosphor Bronze Co. Ltd. and other companies well known in light engineering.

**FORGINGS AND PRESSWORK LTD**

BIRCH ROAD • WITTON • BIRMINGHAM 6 • Phone: Birmingham East 1262-7

Automotive Division of Birfield Industries Ltd., Stratford House, London W.1

Member of the **Birfield**  **Group**



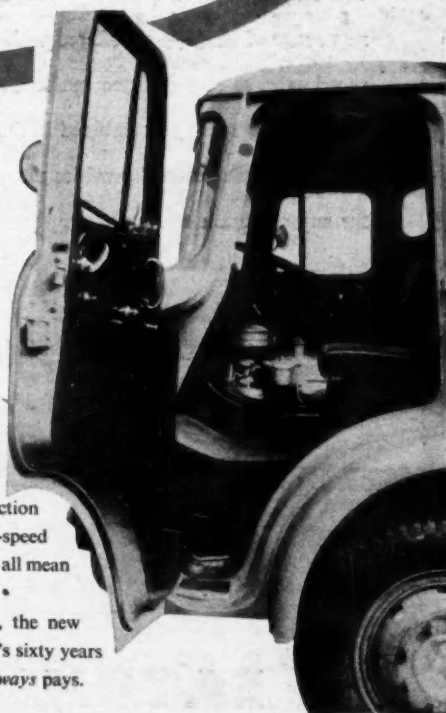
*The* **NEW Albion CHIEFTAIN**  
is way ahead in design  
...and down in price



Full marks to the new 7-ton CHIEFTAIN for being the top quality truck at a popular price.

With superbly styled cab giving easy access, all-round visibility, adjustable seating and many other modern features it is unequalled for driver comfort and safety. The 100 h.p. diesel engine de-rated to 90 h.p. for extra economy, spiral bevel rear axle with hub reduction gears, heavy duty constant mesh 5-speed gearbox (6th speed overdrive available) all mean greater mileage at lower cost.

Available in four alternative wheelbases, the new CHIEFTAIN proves once again that Albion's sixty years of specialisation in commercial vehicles *always* pays.

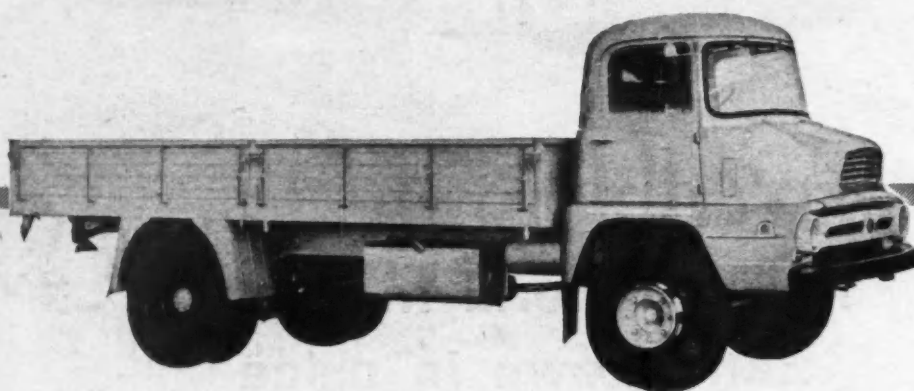


**ALBION MOTORS LTD, SCOTSTOWN, GLASGOW, W.A.**

Home Sales Office: 3, LYGON PLACE, LONDON, S.W.1. Telephone: SLOane 6117  
Export Division: HANOVER HOUSE, HANOVER SQUARE, LONDON, W.1. Telephone: MAYfair 8561

**FORD** *with*

**EATON**  
2-SPEED AXLES

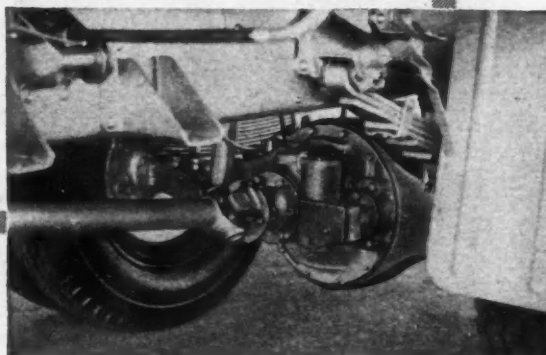


The larger 'Thames Traders'—Ford's successful new range of trucks—are offered with Eaton two speed axles as factory fitted optional equipment. High and low ratios are combined in the same axle and the electrical control provides the correct gear for any condition of service simply and instantaneously.

You save on engine and transmission wear—on maintenance costs—on fuel consumption—and fast schedules are easily maintained when Eaton

two speed axles are fitted to your vehicles.

You simply can't afford not to order "Eaton" when you order your new trucks and lorries.



**EATON AXLES LIMITED**

VICTORIA ROAD, GREAT SANKEY, WARRINGTON, ENGLAND

In association with  
EATON MANUFACTURING COMPANY, CLEVELAND, OHIO, U.S.A. E.N.V. ENGINEERING CO. LTD. LONDON N.W.10 • RUBERY OWEN & CO. LTD. DARLASTON



**RUSTPROOF**

**DURABLE**

**ECONOMICAL**

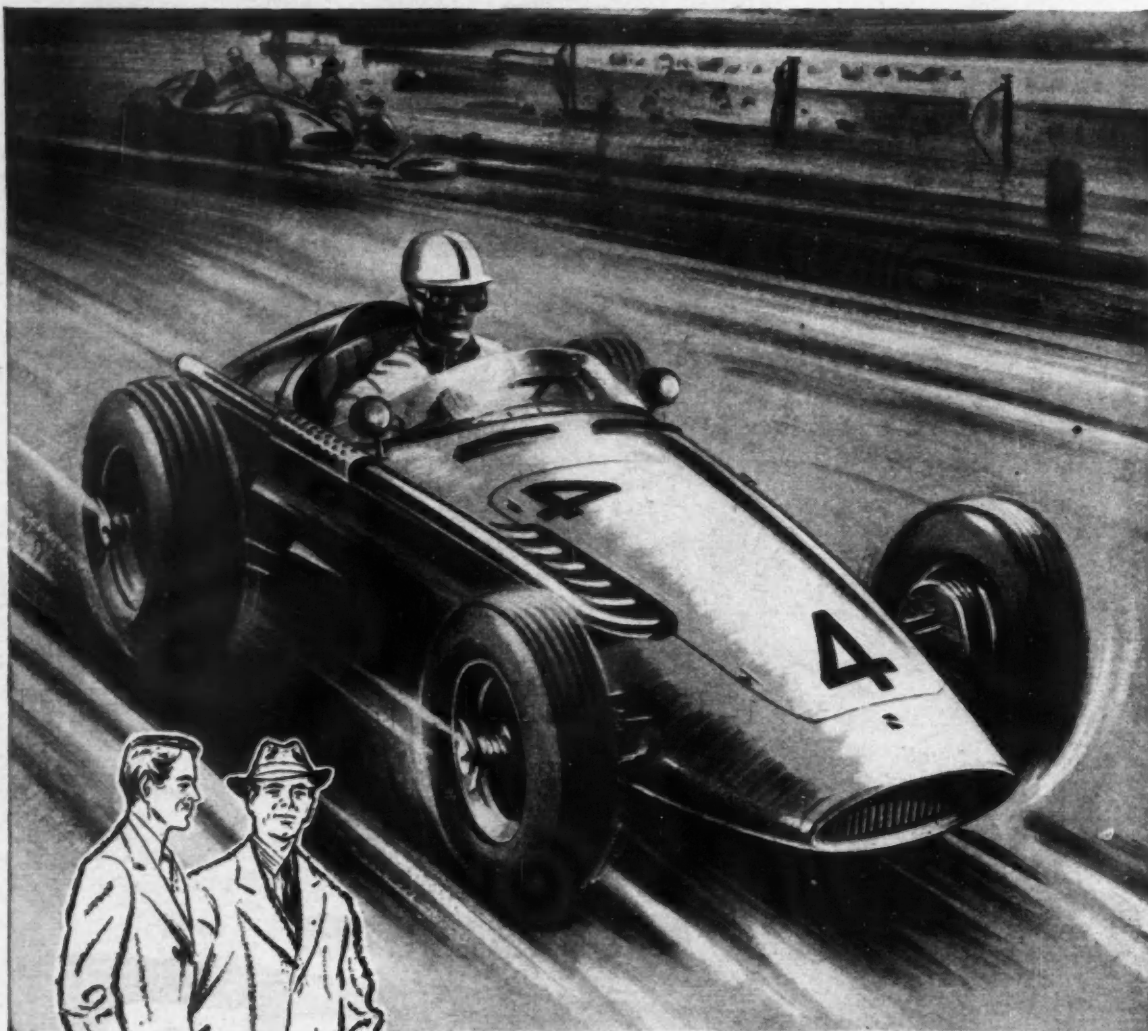


**that's why the  
G.P.O. choose**

**DUNLOP**  
**RUBBER MUDWINGS**

**for their  
postal vans**

... they often outlast the life of a vehicle, look the same as normal wings,  
eliminate maintenance troubles, save time and money



## **R&M** help to put Britain's cars ahead

*I've been working on car-engine design for 25 years, and Ransome & Marles bearings have always been specified. I suppose you've contributed to the motor industry for much longer than that?*

The motor industry was, in fact, one of the earliest users of **R&M** products. For just half a century, bearings have been produced at Newark for nearly every British make of car, as well as for commercial vehicles, motor-cycles, auto-cycles, trailers and so on.

*And for car accessories?*

Certainly. Even brakes and lighting equipment are manufactured on machines which rely on our bearings. And now we are rapidly extending our contribution to the motor industry. It has been estimated that the turbo-driven car will be an economic possibility within two years: with our long experience in designing and manufacturing bearings for gas turbines, we expect to play a prominent part in turning this possibility into a reality. Our

research people are fully conversant with all aspects of producing bearings for turbines, and are working continually in this field. Research is also going on into the uses of new materials such as plastics and sintered metals. Our aim is to match the automobile designer's objectives with the most advanced standards of design and production in our bearings.

*What about the work Ransome & Marles are doing on bearings for the engines in today's cars?*

That's still going on, naturally. With the advent of very high compression engines we have been tackling many new problems—and solving them, too. And the introduction of automatic transmission systems in this country has involved us, in production as well as in research. In fact, you can say that **R&M** have a hand in every technical development of Britain's motor industry, and will continue to have in the future.

**Ransome & Marles Bearing Co. Ltd., Newark-on-Trent, England**

Telephone: Newark 456; and Telex 37-306



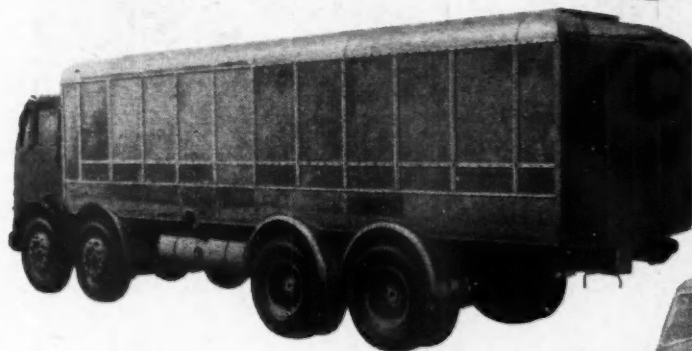
# REPEAT orders for bulk containers & tankers



An all-alloy Bulk Sugar Container consisting of a welded inner tank and mounted on a tipping chassis.

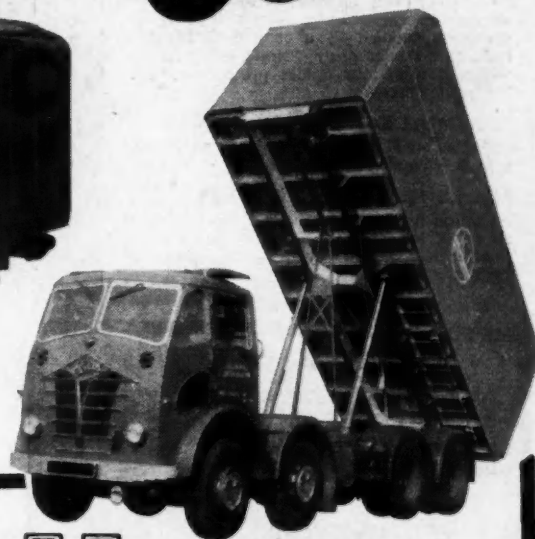


An all-alloy Bulk Sugar Container consisting of a welded inner tank.



A maximum capacity Bulk Grain Carrier fitted with an electrically operated worm discharge.

A maximum capacity insulated Bulk Polythene Container mounted on a tipping chassis.



# Homalloy

LIGHT ALLOY

Homalloy Light Alloy Sheets and Sections are specially manufactured by I.C.I. Metals Division

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HOLMES (PRESTON) LTD.  
Homalloy Works, Blackpool Rd., Preston.  
Phone: Preston 89233 (5 lines).  
Grams: Homalloy, Preston.

## RHODESIA

ZAMBESI COACHWORKS LTD.  
Private Bag, 25,  
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Telephone: 24353.

## SOUTH AFRICA

BUS BODIES (S.A.) LTD.  
P.O. Box 4008,  
Port Elizabeth  
Telephone: 4-2643





*Take that load off your mind...*

NOW YOU CAN SAFELY LEAVE IT TO THE NEW

## EDBRO Hydraulic Taildoor Loader

### HOW IT WORKS:

The famous Edbro swash plate pump feeds a steady flow of oil at high pressure to the powerful Edbro Hydraulic Motor, which, through worm gearing, rotates twin chain sprockets coupled by a cross-shaft beneath each rear corner post. Strong roller chains within the taildoor guides provide the lift. The results are—

#### ★ MAXIMUM SAFETY...

Valuable and fragile goods are safely and smoothly handled.

#### ★ SIMPLE FRACTIONAL CONTROL...

At a touch of a lever, the load can be gently raised or lowered and is safely held at any intermediate height by powerful, positive, hydraulic locks.



Standard model 15 cwt. capacity. Larger models available.

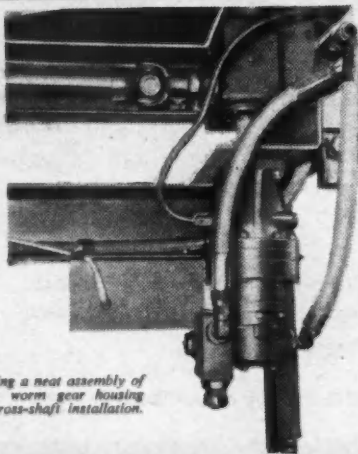


**EDBRO B & E TIPPERS LTD., QUEBEC ST., BOLTON**  
 Telephone: Bolton 5210      Telegrams: Edbro, Bolton

Sales Division of: Bromilow & Edwards Ltd., Edwards Bros. (Tippers) Ltd.,  
 Movable Floors (Vehicles) Ltd., Wood Hoists Ltd.

LONDON

264 Goldhawk Road, Seven Stars, Shepherds Bush, W.12  
 Telephone: Shepherds Bush 1045



Showing a neat assembly of motor worm gear housing and cross-shaft installation.

**EDBRO for safe, S·M·O·O·T·H goods handling!**





*The*  
**QUALITY**  
*- built*

**14 TON**  
**G.V.W**

**THORNYCROFT**  
**MASTIFF**

**FEATURING**

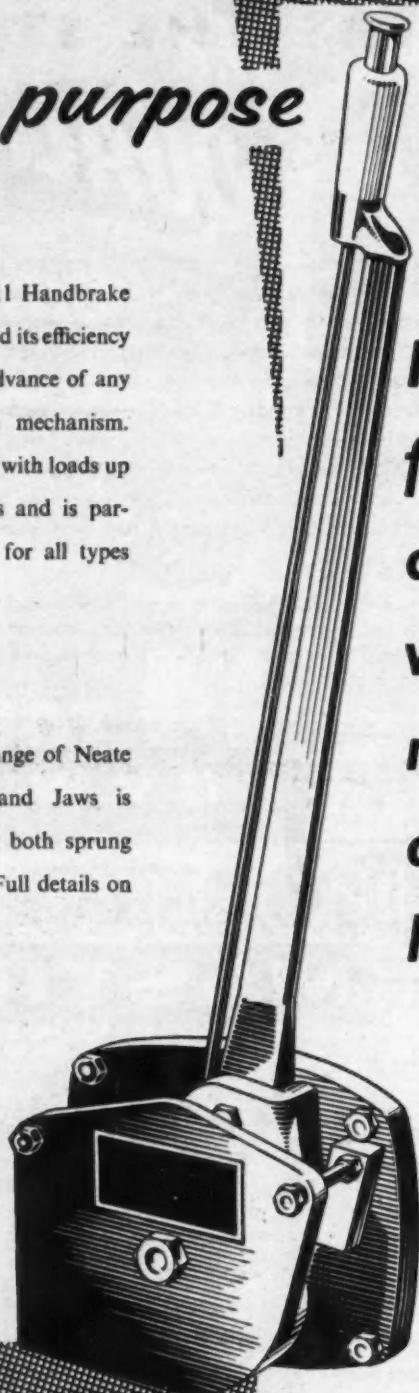
- ★ **THORNYCROFT** designed and manufactured 6-cylinder direct injection oil engine. 109 b.h.p. (net) at 1,800 r.p.m. 354 lb. ft. torque at 1,000 r.p.m.  
Nitrided crankshaft with copper lead bearings.
- ★ 5-speed gearbox with optional over-drive.
- ★ Air pressure servo hydraulic brakes.
- ★ 10 $\frac{3}{4}$ " deep flat topped frame (with six sturdy crossmembers) allowing a light body under frame to be used.
- ★ Power assisted steering (optional extra).
- ★ 10-stud wheels with 10.00-20" 14 ply tyres, twins rear including spare wheel and tyre.
- ★ 21' 6" body length.

**TRANSPORT EQUIPMENT (THORNYCROFT) LIMITED**  
**THORNYCROFT HOUSE, SMITH SQUARE, LONDON, S.W.1. Abbey 8000**

## *The all purpose*

The Neate NBC 11 Handbrake Control has proved its efficiency by being far in advance of any other handbrake mechanism. It has been tested with loads up to thirty-five tons and is particularly suitable for all types of heavy vehicles.

The renowned range of Neate Towing Hooks and Jaws is now available in both sprung and rigid form. Full details on request.



# **NEATE**

## **NBC 11**

**for  
articulated  
vehicles,  
normal trailers  
and solo super  
heavies**

# **NEATE**

### **BRAKE CONTROLS LIMITED**

The Trading Estate, Hampton Road West, Hanworth, Middlesex

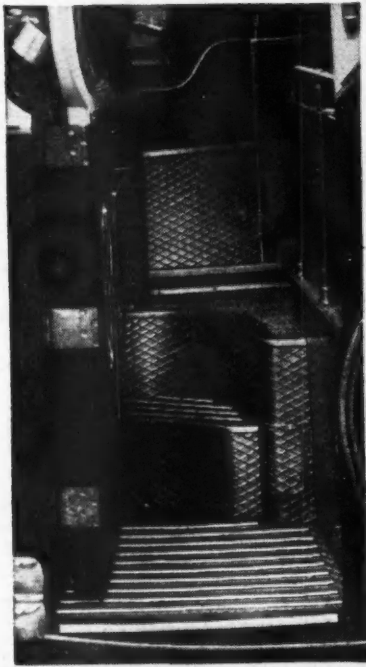
Telephone : FELtham 4090.

Grams: Neate, Feltham

**'MG 5'**  
REGD. TRADE MARK

## MINDS THE STEPS

### OF THE 'DONINGTON'



The steps of attractive, non-slip chequer plate which greet passengers boarding the Duple 'Donington' coach give the most favourable of first impressions. But smartness is only one role of light-weight 'MG5' chequer plate in modern coaches. This James Booth diamond-patterned light alloy plate stands up to the roughest treatment, day in and day out—the kicking, scraping and treading of many feet and the grinding of mud and gravel underfoot. Then just a quick wash down brings it up clean and shining new. 'MG5' makes the ideal chequer plate for places subjected to the heaviest wear—stairs, decking, kickplates, wheel-arch covers and other furnishings. One-third of the weight of steel yet comparable in strength, 'MG5' will not rust, is resistant to corrosion and never needs to be painted.

*Our light alloys, which include the famous 'Duralumin' series, are used for many purposes in road transport. If you would like advice on how aluminium alloys can help you, please let us know. Our Technical Sales Section is always ready to help.*



The attractive appearance of light-weight 'MG5' can be used with great effect tastefully in keeping with the coach decor. Bodywork by Duple Motor Bodies Ltd., Edgware Road, London, N.W.9.

# James Booth

A member of the Delta Group

**JAMES BOOTH & COMPANY LIMITED**  
**ARGYLE STREET WORKS • BIRMINGHAM 7**

*Extrusions, large forgings, plate, sheet, strip, tubes and wire in brass and copper, as well as light alloys*

FOA 187 540

A11

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# **WE ARE PROUD TO BE ASSOCIATED**

**WITH**



**THE NEW** **STANDARD** **ATLAS**

**COMMERCIAL VEHICLES PRODUCED  
BY THE STANDARD MOTOR CO. LTD.**

**PRESSED STEEL BODIES MANUFACTURED  
BY THE**

**WILLENHALL MOTOR RADIATOR  
CO. LTD.**

**NEACHELLS LANE, WILLENHALL - - TELEPHONE 32221**

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# Foden

## K TYPE HIGHWAY MODEL



Newest of a long line of outstandingly successful Foden vehicles, the K type Highway Model incorporates the latest developments in commercial vehicle engineering with a skill that is in the true Foden tradition.

**FODENS LTD • SANDBACH • CHESHIRE**  
Phone: Sandbach 644 (12 lines)

London Sales Office: 139 Park Lane, W.1. Telephone: GROsvenor 5932

**17½ TON LEGAL PAYLOAD**

**150 HP ENGINE**

**AIR BRAKES ON 8 WHEELS**

**—AND FODEN DEPENDABILITY**

1952©

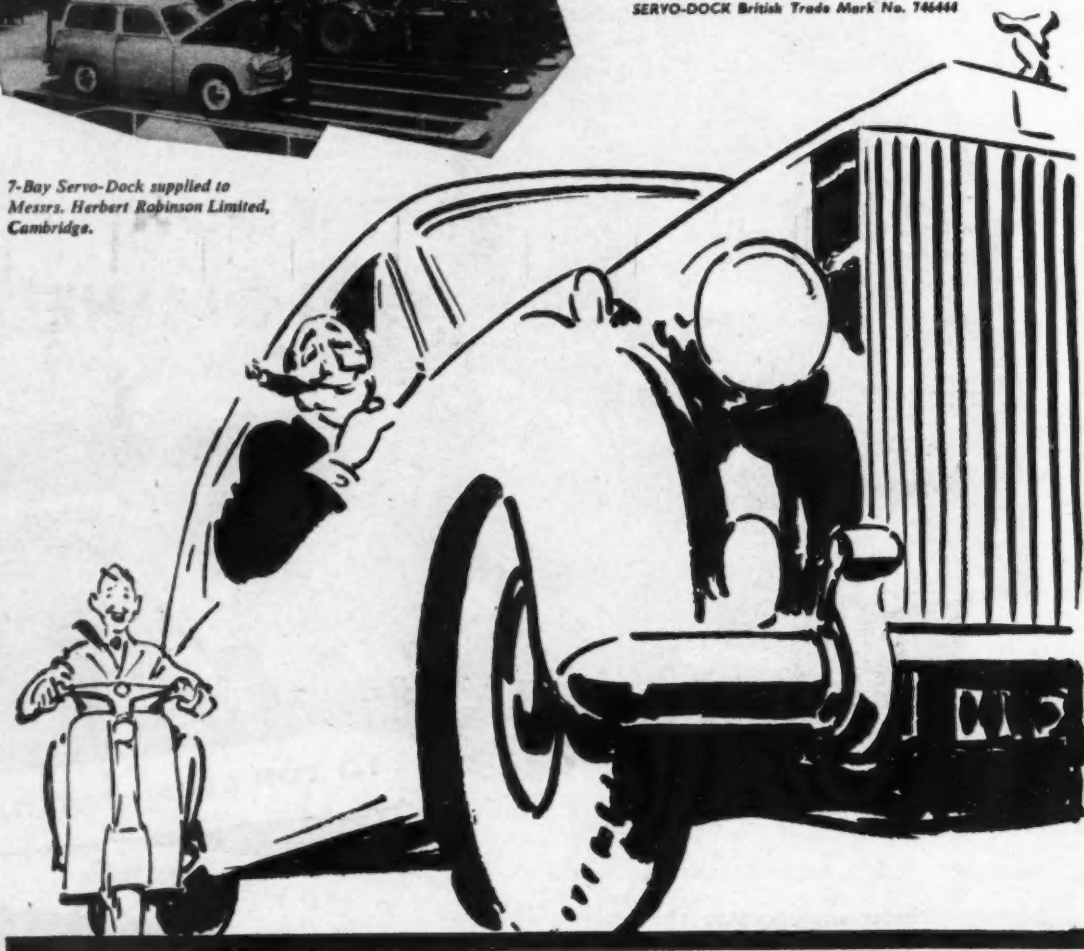
# for the smallest or the largest



7-Bay Servo-Dock supplied to  
Messrs. Herbert Robinson Limited,  
Cambridge.

A Grill Floor can be supplied for every servicing requirement, whether it is a scooter servicing bay or a large Motor Servo-Dock. Grill Flooring provides clean, safe, non-slip surfaces, and deals with vehicles up to 32 tons. Installations are inexpensive, straightforward and free from maintenance.

SERVO-DOCK British Trade Mark No. 746444

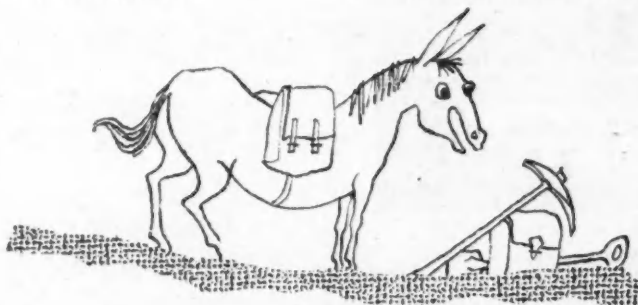


## GRILL

## floors SERVO-DOCKS & CAR WASH-BAYS

GRILL FLOORS LTD WEST ROW NORTH KENSINGTON LONDON W10

TELEPHONE: LADBROKE 3066-7 (2 LINES) TELEGRAMS: ETYLADEC WESPHONE LONDON



## BIGGER DISCOUNTS FOR YOU

Your local stockist has full details of the simplified system giving increased discounts throughout the trade.

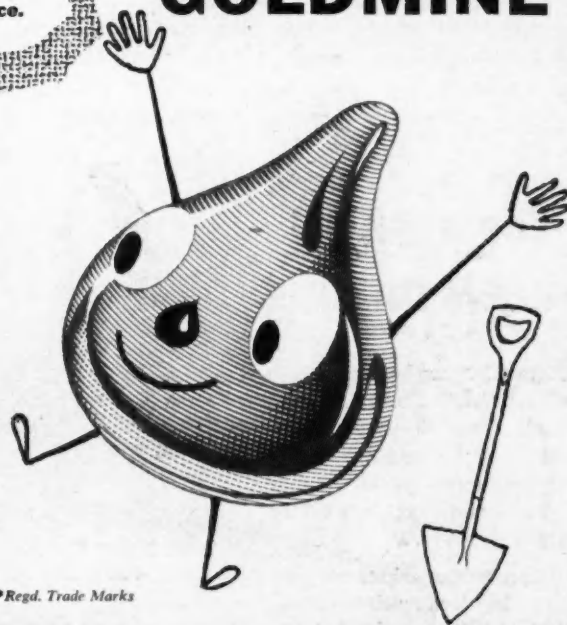
Purolator gives the widest and yet the most economical coverage for your needs. Eleven Popular elements cover over one hundred applications to give you the simplest stocking proposal.

Head Seals are included to cover a complete fitting. See your Application Booklet for correct usage.

Purolator is the original patented paper filter and has the latest technical developments to give the highest filtration efficiency.

**See your stockist, about this goldmine, at once.**

# THE NEW SILVER FILTER IS YOUR GOLDMINE



\*Regd. Trade Marks

# PUROLATOR\*

MICRONIC\* FILTER REFILLS

**There is an expert at  
Stand No. 383 at the  
Motor Show to solve your  
servicing problems.**



**Papworth**  
CAMBRIDGE



**Coachwork**  
ENGLAND

The sign for coachwork appearing on all PAPWORTH built bodies is your proof of quality and satisfaction. Let us send you details of the bodies we are building on the Thames chassis such as this 1st quality 12 seat conversion of the Thames 15 cwt. van. Range includes models with cross seating.



**Papworth Industries**  
CAMBRIDGE

Tel.: CAXTON 271

## ME\* for keeping the wheels turning

MORRISON-ELECTRICARS are helping to keep the wheels turning for the Dunlop Rim and Wheel Company. Four 20 cwt. Morrison-Electricar vans are in constant use moving materials and components quickly between the various plants and stores within the Dunlop factory at Coventry.

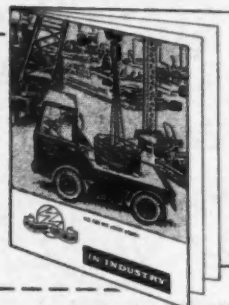
Morrison-Electricars can help to cut costs in your factory. They need much less repair and overhaul than other vehicles and can stay on the job 365 days in the year.

- Silent
- Fumeless
- Simple routine maintenance
- Many still in use after 20 years
- Cheap to run



### FREE BROCHURE

The brochure "Morrison-Electricars in Industry" gives lots of information and tells how many leading industrial concerns are using Morrison-Electricars. Send today for your free copy to Austin Crompton Parkinson Electric Vehicles Ltd., Dept. C.M. Morrison Works, South Wigston, Leicester.



**\* Morrison-Electricars can solve your inter-works transport problem**



October 10, 1958

THE COMMERCIAL MOTOR

17

**MARGAM ELECTRO FINISHES LTD****MEFCO****BONDERIZED ELECTRO-ZINC COATED****STEEL SHEETS****for MAXIMUM PROTECTION**

- Bonderized to provide paint adhesion
- Clean to handle
- Rust-resistant surface
- Adds substantially to product life
- Sales and design advantages
- Increases die life
- Protection during fabrication
- Draws, bends and forms readily
- Reduces surface-finishing costs

**RANGE:**

Sheet Gauges - - - - 24-10 B.G.  
 Plate up to - - - - 3/16 in.  
 Maximum Sheet Width - - 60 in.  
 Maximum Sheet Length - - 180 in.  
 Coating Thicknesses

0.00005 in. to 0.0005 in. Zinc

**ONE-SIDE COATINGS ALSO AVAILABLE  
 and ELECTRO-ZINC COATED  
 AND SEALED STEEL SHEETS**

**SELLING AGENTS:****THE STEEL COMPANY OF WALES LTD**

HOME TRADE ENQUIRIES: ABBEY WORKS, PORT TALBOT, GLAMORGAN

Telephone: Port Talbot 3161 · Telegrams: Steel, Port Talbot

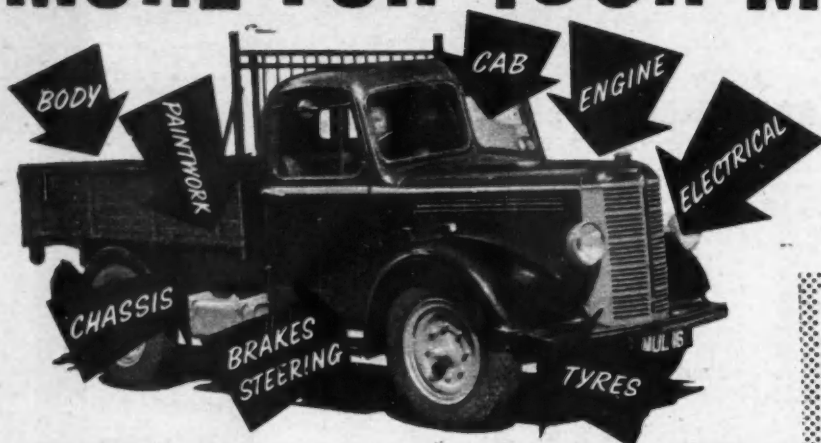
EXPORT ENQUIRIES: MARGAM HOUSE, 26 ST. JAMES'S SQUARE, LONDON, S.W.1

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## CARMO USED BEDFORDS

MORE value than anything at an equivalent price. MORE trouble-free mileage . . . . . because CARMO used BEDFORDS have a 30-year background of experience—a nation-wide reputation for the best at LOWEST cost. Repainted throughout . . . . . overhauled to give you 'as-new' value. COME AND SEE FOR YOURSELF . . . . . or we'll demonstrate anywhere at any time. DON'T BUY A USED BEDFORD—BUY A CARMO USED BEDFORD—THEY'RE BETTER IN THE LONG RUN!

**CARMO of LONDON**

Leighton Road  
London, N.W.5

DEB/0204

1954 (Oct.) BEDFORD	10/12
cwt. Van . . . . .	£275
1955 (Nov.) BEDFORD	10/12
cwt. Van . . . . .	£285
1956 (Nov.) BEDFORD	15 cwt.
Van . . . . .	£340
1957 (Nov.) BEDFORD	10/12
cwt. Van . . . . .	£395
1950 BEDFORD	5-ton L.W.B.
petrol chassis cab . . . . .	£275

Many more available, please  
send for list.

For further vehicles see our  
advertisement in the classi-  
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**LESS NOISE!  
LESS FUMES!**



with  
**NoRisk  
ENGINE  
COVERS**

Available for  
**B.M.C.,  
THAMES,  
BEDFORD**  
and all forward-  
control vehicles

The NoRisk ENGINE COVER reduces  
noise and fumes in the driving cab and  
provides additional protection against  
frost during the winter months.

Write TO-DAY for full details from:

**S. NORRISH LTD.**

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Manufacturers of DROK LUBRICATORS

A18



**DRIVE IN  
COMFORT  
DRIVE IN  
SAFETY!**

Driving in a refrigerator is a  
discomfort — an uncomfortable  
driver is a danger to himself, his  
vehicle and to other road users.

The SAHARA silently converts waste  
engine heat into cab comfort. Demister  
clears screen for improved visibility.  
Current consumption negligible. Simple  
step-by-step instructions make  
installation easy. Supplied with full  
set of components.

... **FIT**  
**WINGARD**  
**SAHARA  
CAB HEATERS**

£11 Complete with  
Demister. 12 volt and  
24 volt models.

WINGARD • CHICHESTER • SUSSEX

ANOTHER FINE WINGARD PRODUCT  
10" x 6"  
Exceptional field  
of vision. Full  
range of adjust-  
ments. Absolute  
rigidity. Easy  
glass replace-  
ment.  
**HEAVY DUTY  
COMMERCIAL  
MIRROR** Ref. 1500  
Price 25/-



DENT



## This Bus will Go Further

— because the battery it is using is  
appreciably lighter than  
others of equivalent power — besides  
being exceptionally dependable. More  
and more manufacturers, and  
operators, are finding —

*it's  
commonsense  
to specify —*

OLDHAM & SON LTD.,  
DENTON MANCHESTER. ESTABLISHED 1865



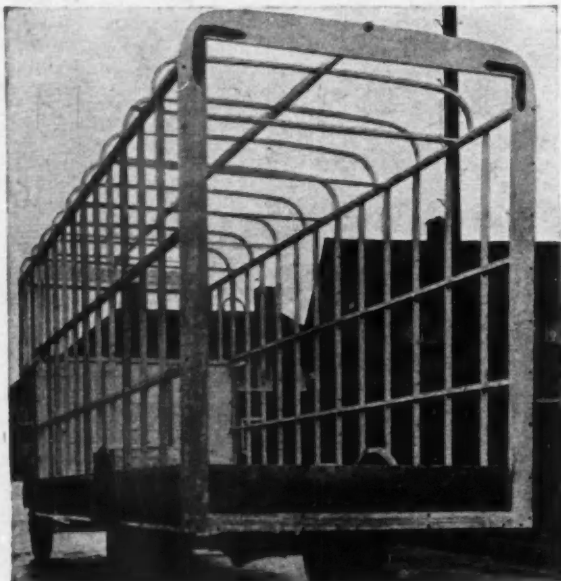
The high-capacity TX Series (Illustrated) incorporate 'X' metal grids, 'Fibrak' separators with vitreous felt retainer mats, cold start plates and moulded hard rubber (ebonite) containers and, where required, assembled in double-impregnated hardwood containers. Available in capacities of 145, 174, 232 ampere hours (at 10-hour rate).

**OLDHAM**  
High Performance  
**BUS BATTERIES**



# TOUGH AS- TIMBER!

Visit us on  
STAND 337  
1st Floor at the  
MOTOR  
SHOW



Photograph by courtesy of Edward Howard & Sons.

Toughness and enduring resilience, lightness and ease of working make Hardwoods uniquely suitable for motor body building.

For over 70 years Gliksten Hardwoods have proved their dependability — accurately graded, perfectly seasoned and delivered on time from stocks of ever-increasing variety. That's why so many of Britain's leading motor body manufacturers obtain their entire Hardwood supply from Glikstens.

**ENSURE YOUR COMPANY BUYS FROM**

## GLIKSTEN

**THE FOREMOST NAME IN TIMBER**

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FOR  
BOLTS  
NUTS  
SET SCREWS**

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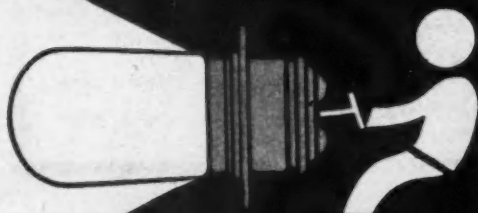
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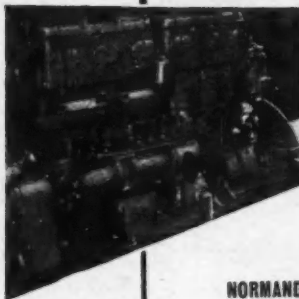
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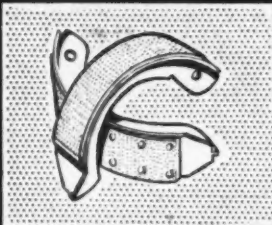
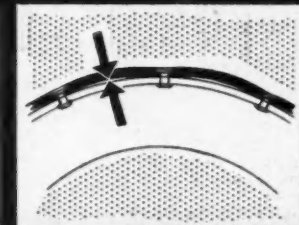
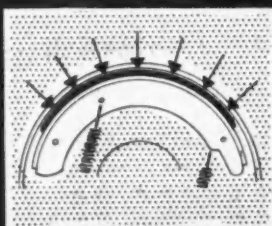



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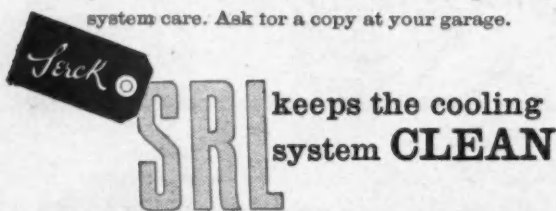


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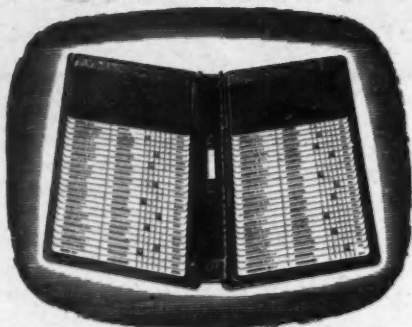
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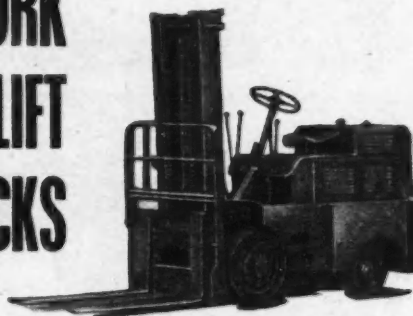
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## After the Ball

NOW that the Commercial Motor Show is over, manufacturers' affairs are returning to normal. Many orders were placed at Earls Court and still more inquiries were received. The task of production lies ahead.

Some of the new designs displayed at Earls Court were prototypes on which a great deal of development work has still to be done by makers, probably in conjunction with operators who can supply the working conditions that are the only true test of a vehicle's worth. It is curious how a prototype can be tested for many months under simulated conditions far more arduous than those met in normal service in Great Britain, yet faults remain concealed until the production stage is reached and vehicles are put into commercial operation.

It has been suggested that the error lies in employing special test drivers, instead of service drivers. This is a reflection on the skill of the normal commercial-vehicle driver which is difficult to justify, but the fact remains that daily operation on the roads is frequently a far more exacting test than sustained driving over pavé and other exceptional surfaces.

### Service to Match

A new high standard in design has been achieved and only the final development work remains to be done. It is to be hoped that manufacturers will keep always before them the need to improve the quality of after-sales service to match the raised standard of their products.

Disquieting complaints are still heard about the service facilities offered by even some large manufacturers. They concern not so much the supply of spare parts as the makers' attitude towards faults in design revealed in daily operation. It is said that some manufacturers are reluctant to rectify them unless serious pressure is brought to bear at a high level.

The suggestion is that the makers are concerned mainly with the goodwill of a few of the biggest operators, and that they are unwilling to rearrange preconceived ideas for the benefit of the others. This is a situation which increasing competition should rectify, but wise manufacturers will examine their service facilities to make sure that complaints are dealt with sympathetically and promptly. Often the use of more

### Development of Prototypes and Improvement of Service are Tasks Now Facing Makers

tact would make the operator feel that he was to receive satisfaction and would prevent lasting loss of goodwill.

It is equally important that operators should deal fairly with manufacturers. There is more than reasonable doubt that all of them do so at present. Overloading, particularly of mass-produced vehicles, is rife, and is undoubtedly responsible for premature failures which cannot fairly be attributed to faulty design or construction.

Those who try to economize, by knowingly buying vehicles that are too light for the work they are to do, deserve no sympathy. In the long run, heavy maintenance costs will probably offset any saving in initial purchase price. Moreover, failure on the road and late deliveries of goods may cause the permanent loss of business.

### Lower Costs Urgent

In view of the new determination of the railways to regain lost traffic by quoting rates, for attractive business, that hauliers cannot compete with, a reduction in operating costs to the minimum is essential. Most items of cost are fixed and are outside the control of the operator, but fuel and maintenance expenses are among the few exceptions. Makers can help to cut maintenance costs and increase the availability of a vehicle for revenue earning by fitting components that can be left for a year or more without attention.

The importance of this matter was stressed this week by Mr. G. F. Sinclair, a director of British Road Services, Ltd., in an address to the Institute of Transport. He pleaded also for increased interest by British concerns in the production of specialized equipment to facilitate repairs and maintenance, and thus help to lower costs.

The displays of workshop equipment at the Show indicated that the manufacturers were anxious to speed up service work. It is to be hoped that their efforts will bring about a reduction in maintenance costs to help road transport to retain traffic on which the manufacturing side, as well as the operating branch, of the commercial-vehicle industry depends for its continued existence.

In the near future, there will be much play with the word "economy" on the electioneering platforms of all parties. The manufacturing side of the industry can do much to give the word its true meaning.

## The Fight is On

**L**AST Friday's debate on transport at the Labour Party's conference at Scarborough should be sufficient to bring to an end the Traders Road Transport Association's policy of non-aggression. It fully justifies a new militant attitude and draws the Association directly into the field of party politics.

C-licensees were assailed from all sides. Mr. Ernest Davies, M.P., declared that when the Socialists were next returned to power there must be total nationalization of transport and "some control of private transport in order to protect public transport."

Mr. S. Green, secretary of the National Union of Railwaymen, made it clear that ancillary users were not challenged merely by a political machine. They have ranged against them the powerful railway trade unions, who see in the growth of C-licence transport a threat to railwaymen's wages and conditions. Mr. Green tried to align free-enterprise hauliers with the railways in their antipathy towards ancillary users, but any effort to divide road users is unlikely to succeed.

Mr. Ray Gunter, of the Transport Salaried Staffs Association, speaking on behalf of the party's national executive committee, emphasized that there were now more than a million C-licence vehicles on the roads, adding: "This is the background against which we must set the problems of nationalization." Although he agreed that many C-licence vehicles carried highly

specialized traffic and operated locally, he repeated the old cry that large numbers of them were operated uneconomically. A Labour Government would have to consider "how to stop this waste by fiscal and other means."

Kid-glove diplomacy by the T.R.T.A. will not avail against threats of this kind. A fighting policy is demanded.

Mr. Davies was equally vehement in his attack on hauliers and left no doubt that under a Labour administration they would be swallowed up in the State machine. Perhaps the Road Haulage Association will now be stung into launching their long-awaited publicity campaign and will answer Mr. Davies' charges. It is to be hoped that Mr. R. N. Ingram, national chairman of the R.H.A., in his opening address at the Association's conference next week, will give details and a firm date for the inauguration of the campaign.

Road passenger transport is also scheduled for nationalization by the next Labour Government. Now is the time for the operators' associations to begin to woo passengers' sympathies against the day when the Socialists are returned to power. A co-ordinated campaign, conducted simultaneously on behalf of the various road transport interests, goods and passenger, might ensure that the Socialists were not placed in a position of being able to carry out their threats.

## Passing Comments

### No Coaching Required

**F**AMED for over 100 years in connection with high-class coachbuilding, the name Bonallack has in recent times also developed a connotation with golf. This is the result of the exploits of Sally, Michael and Tony Bonallack, the proud father of whom is Mr. R. F. Bonallack, C.B.E., the chairman of Bonallack and Sons, Ltd.

It was very natural, therefore, that when recently considering what should be done to organize a pleasant day for customers and staff, the directors should decide to hold a golf meeting. As Mrs. Michael Bonallack, née Angela Ward, was also present, there were no fewer than four members of the family of international or county golf status at the meeting. There, perhaps not surprisingly, Sally and her father, partners in the staff competition, succeeded in tying for first place.

Many well-known transport operators amongst the guests had travelled considerable distances, some from as far as Scotland, Grimsby and Sunderland.

### Mixing the Rich and the Poor

**A**N interesting method of cutting down the consumption of fuel in a petrol engine has recently been developed. It is known as "charge stratification." This scheme involves forcing into the combustion chamber, close to the sparking plug, a combustible mixture, the remainder of the chamber being supplied with one that is much leaner. Special design of the chamber ensures that the burning charge is rapidly mixed with that which would, in the ordinary course, be insufficiently rich to fire. While fuel remains at its present price, the scheme will be welcome.

A30

### Cost of Underground Plants

**I**N this age of atomic fear one of the precautionary measures being taken by industrialists in certain countries is that of employing underground installations. This is, for example, occupying the whole attention of a large firm of consulting engineers in the U.S.A.

There are "buried" industries in Sweden and others are being planned. Even before the dropping of the first atomic bomb Germany had done a lot of work in this direction and by the end of the last war 14 factories in the Harz mountains had been partially completed. There are others in France and Japan.

It is interesting to consider what these mean in the matter of cost. It has been said by some authorities that if the plant of a light manufacturing industry can be established in an existing mine the cost is increased by only 20 per cent., whereas if a site must be excavated the price, as compared with surface plants, would be 50 per cent. higher. Running maintenance is estimated to be greater by 2-3 per cent.

### Conference on Management

**M**ANY well-known executives connected with road transport or ancillary businesses will attend the National Management Conference of the British Institute of Management, 80 Fetter Lane, London, E.C.4, to be held at Brighton on November 26-28. The theme will be the challenge of change.

Chairman at the opening address, by a speaker not yet announced, will be the Earl of Verulam, J.P., chairman, Enfield Rolling Mills, Ltd., who is also chairman of the B.I.M. Council.

On November 27, at a sectional meeting, the speaker will

be Sir John Elliot, chairman, London Transport. His topic will be "The Role of the Top Executive in a Large Organization." At another sectional meeting on "Wages and the National Economy" the chairman will be Mr. A. J. Nicol, personnel director, Joseph Lucas (Electrical), Ltd., whilst at a third meeting the speaker on "Cost Accounting Under Conditions of Automation" will be Mr. A. Kenyon, accountant, Guest, Keen and Nettlefolds, Ltd., and the chairman, Sir Walter Duckey, director, British Tabulating Machine Co., Ltd.

In the evening two or three of the latest films produced for British industry will be shown.

On the morning of November 28, one speaker, Mr. A. C. Durie, general manager (administration), Shell-Mex and B.P., Ltd., will deal with "The Effect on Quality of Administration on Technical and Commercial Efficiency." "Security for the Employee" will be the paper by Mr. R. R. Hopkins, personnel and welfare manager, Vauxhall Motors, Ltd.

During the two afternoons, various subjects will be covered by study groups; amongst them will be "Resale Price Maintenance: Is It Out of Date?"; "The Time Factor in Production"; "Co-ordinating Technical Developments,

Technical Services and Sales"; "Attracting the Right Type of Man into Management"; "What Should be the Balance Between Technological Education and Management Education?" Another interesting one should be "How to Make the Best Use of Scientists in Industry."

The conference fees, excluding accommodation and meals, are: members £12, non-members £16, wives £3.

### The Lion and the Lamb

THE British adeptness at compromise is surely exemplified in a film recently produced by Geo. W. King, Ltd., of Stevenage. The largest sequence in this film is devoted to the vast mechanical handling scheme installed at the Austin works at Longbridge, where over 17 miles of King conveyors are in use. Yet the company who provided this vital part of one of Britain's greatest manufacturing combines are themselves entirely a family concern, now in their second generation.

Other shots show engines from the assembly line of the Standard Motor Co. being transferred to adjoining shops, without any attention from the operator, by power-traverse twin-lift hoists.

## One Hears—

Of an American tubular tyre of oval cross-section.

That the Tower of Babel was nothing to some parts of Earls Court.

That according to an examinee for the general certificate of education: "Busses (*sic*) use oil in one of its less-refined forms."

That the menu card at the Clayton Dewandre "designers" dinner read, "Exposition des Camions Pois"—meaning "Exhibition of pea lorries."

That the disclosure concerning a vehicle user having driven for weeks with a beer-bottle label as a licence may shake the belief of overseas visitors that our police are wonderful.

That in America, magnetic signs are being used on dual-purpose vehicles.

That obviously these are proving to be a great attraction.

That an Indian patent has been issued for an improved bullock-driven double-acting pump.

The remark that common sense seldom goes hand in hand with uncommon ability, as it does in the case of Mr. Harold Watkinson.

That the Sceptre's boom is said to have broken but it is hoped that another and much stronger one will follow the Earls Court Show.

Of bus reductions in Brighton but not in fares.

That most variety shows make visitors laugh, but the one at Earls Court made many think and some buy.

From an appreciative reader that it was not only butchers who provided 1½ lb. of "good meat" on the first Friday of the Show.

Apropos a recent Leyland invention, a reader saying that the worms on his lawn never die and must be using thrust pads.

Of visitors to Earls Court being mystified by a new trolleybus with the "In Only" accompanied by a box for used tickets.

That a consultant is any ordinary guy more than 50 miles from home.

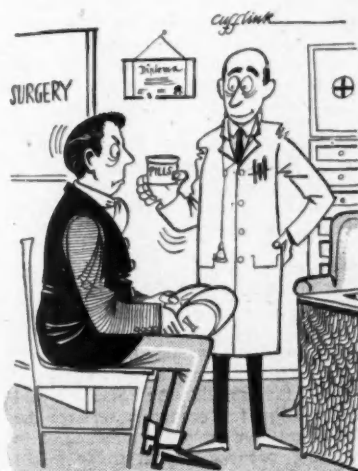
From a reader that there is something seductive in the term "60 m.p.h. at 60 m.p.g."

That this may appear to many as a new method.

With surprise that a Sussex man suffered from sunstroke during a recent Scottish coach tour.

That wise drivers realize that walkers who seem not to care two hoots for their toots may be deaf.

Of a useful suggestion that the deaf should carry sticks painted in black and white rings.



"Long-distance driver, eh? Well, take one of these pills every 800 miles!"



# Labour Confirms Plans for Renationalization

THE Socialists have had no second thoughts about complete renationalization of road haulage. This was made clear at Scarborough, last Friday, when delegates to the Labour Party conference mourned the plight of the British Transport Commission and pin-pointed their future targets—long-distance hauliers, passenger transport operators and C-licensees.

A warm welcome greeted the news from Mr. Ernest Davies, M.P. for Enfield East, that there would be no compromise. It was essential, he declared, that a Labour government should settle for "nothing less than a return to the principles of the 1947 Transport Act." But it was not enough to fulfil their pledge to renationalize haulage: they would have to go further.

"Next time we get back to power, to save the British Transport Commission there must be no going back on total nationalization," he urged. "In addition to comprehensive nationalization, which will have to include road passenger as well as long-distance road haulage, there must be some control of private transport in order to protect public transport."

There had to be common ownership of all forms of transport so that they could be integrated and co-ordinated. At present, the B.T.C. were in a disastrous position, largely because of Government policy.

The Commission had had to increase their charges, resulting in a great growth of private transport. To some extent they were pricing themselves out of the market, besides having to cut services and close branch lines.

In addition there was excessive competition within the transport industry, and private hauliers were "running all their vehicles and even their drivers to death." It was unfair competition because private hauliers did not obey the rules, so the only answer was a planned transport system which would bring to an end the competition between private and public operators.

## C-licensees Under Scrutiny

Mr. Ray Gunter, for the party's national executive committee, said the "problem" of C-licensees was being re-examined. There was no easy solution, because many C licences covered specialized traffic in local areas, so it would be foolish to try to integrate the vehicles into a nationalized system.

"On the other hand, many C-licensees today operate uneconomically, and these would be more economic in a larger system," he said. "The Labour Government will have to consider how to stop this waste by fiscal or other means."

Dealing with the railways, Mr. Gunter said the background to their problem was not only one of Government interference but also of changes in traffic habits. The number of private cars and C-licence vehicles on the road was constantly increasing, and it was significant that between 1948 and 1956 rail freight was more or less constant, whereas industrial production rose by about a third. In that period the number of C licences rose by

80 per cent., and there were now more than 1m. of these vehicles on the roads.

The Labour Party were planning for an expansionist economy, together with an efficient and up-to-date transport system. To bring the system up to date, changes might be necessary—traffic would have to go the best possible way, which was not necessarily the way it was going at present.

"This does not imply merely a change from rail to road or the other way about. We must review the licensing system and the powers of the Traffic Commissioners and the Transport Tribunal," said Mr. Gunter.

## State Ownership of Buses

"There will be cuts in the railway system. It is obviously much easier if the road passenger and freight services are under the same ownership, enabling alternative provision to be made."

The discussion on transport centred on a resolution from the National Union of Railwaymen expressing concern at the further deterioration in the B.T.C.'s financial position. The resolution called for a speedy review of future transport policy by the special standing committee so that it could be determined in time for early implementation by the next Labour Government.

Mr. S. Green, the railwaymen's secretary, referred to the "phony" financial position under which the B.T.C. worked. If there were a case for keeping fares and freight charges below the economic level the railwaymen should not be expected to carry the burden, he contended.

"Planning for roads must be co-ordinated with planning for railways. The B.T.C. must be placed on a proper footing to enable them to serve industry and the community in accordance with the conceptions which have long been Labour policy."

Mr. Green wondered when the railways would be allowed to compete with road transport on equal terms, by being allowed to relate charges to costs by eliminating uneconomic lines and by being relieved of some of their burdens.

How far should the State accept responsibility for economic services, he asked, and how far was it practicable to restrict C licences so that traffic would be forced back not only to the railways, but to British Road Services?

The resolution was carried.

## Bonuses Cut Bus Cleaning Costs

INCENTIVE bonuses have reduced Edinburgh Transport Department's bus-cleaning costs by £9,372, Mr. W. M. Little, general manager, says in his report for the year ended May 28 last. The schemes had not been in operation for a full year and had not so far been introduced at the central garage.

The application of incentive bonuses to the day and night dock inspection was also beginning to bear fruit. Apart from the financial saving, standards of cleaning and maintenance had been preserved. If all sections were operating under incentive conditions, about £30,000 a year could be saved.

Mr. Little reports also that the public relations department was a successful innovation.

Edinburgh's buses carried 13.2m. fewer passengers than in the previous year—a fall of more than 5 per cent. The decline was most manifest during the week-day off-peak periods and on Sundays. Although off-peak travel had dropped heavily, any attempt to reduce services during those hours was strenuously resisted. It appeared, however, to be the only effective way, apart from increasing fares, of offsetting high costs of operation.

[See "Profit and Loss," page 398.]

## NEW STABILIZER FOR DRAWBAR TRAILERS

A NOVEL type of stabilizer, intended to counteract the tendency for drawbar trailers to snake or even jack-knife under heavy braking, is under development by Girling, Ltd., Kings Road, Tyseley, Birmingham, 11.

The device consists of two telescopic hydraulic dampers fitted on each side of the trailer drawbar and inter-connected by a mechanical compensating linkage. A pair of typical dampers for such an installation was shown on the Girling stand at Earls Court, but the manufacturers emphasize that the design is still in its early stages. The type and capacity of the dampers used will vary widely.

The stabilizer is apparently easily adaptable for use also on articulated outfits.

## 1,600 BEDFORD 4 X 4 ORDERED

ANOTHER order for 1,600 Bedford 4 x 4 3-tonners has been placed by the Ministry of Supply on behalf of the War Office. The contract will be completed early next year.

Orders for the Daimler 30-ft. double-decker chassis were received during the Commercial Motor Show from Leicester and Grimsby Corporations and from Stalybridge, Hyde, Mossley and Dukinfield Joint Transport Board. The David Brown four-speed synchromesh gearbox is specified in each case.

Two orders for a total of 33 900-cu.-ft. 12-ton sectioned light-alloy containers were received during the Show by G. E. Neville and Son, Ltd., Mansfield, from Coastlines, Ltd., Liverpool, and Ulster Ferry Transport, Ltd., Belfast.



## New B Licence Granted for 37 Vehicles: Objectors Withdraw

ONE of the largest applications ever to be heard in the North Western Traffic Area—a request for a new B licence to cover 37 vehicles—was successful at Liverpool, last week. The Deputy Licensing Authority, Mr. J. R. Lindsay, granted the licence to Helsby and Longden, Ltd., Frodsham, after hearing that all the objectors had withdrawn.

Mr. J. Edward Jones, for the company, said the original application was for 46 vehicles to carry "packed petroleum products and bitumen, empty metal containers, animal feeding stuffs, fertilizers and seeds as required."

This brought objections from five private hauliers and the British Transport Commission, so consultations were held with the local Road and Rail Negotiating Committee. As a result, the number of vehicles was reduced by nine, and the conditions were amended to: "Goods for Shell-Mex and B.P., Ltd., and their associated companies; also for J. Ashworth and Sons, Ltd.; V. Blagdon (Manchester), Ltd.; and R. Silcock and Sons, Ltd., within 60 miles."

### Hauliers Since 1926

Helsby and Longden had been in haulage since 1926, and when the application was made they operated eight vehicles on A licence and 46 on contract-A. Three of the contract vehicles were cancelled this year by Chester Farmers, Ltd., and the work was now being done under A licence.

The desire to change to B licence was bound up with the problem of uneconomic operation and pressure from customers for a better service.

Mr. L. Longden said he wanted to weld the contract vehicles into an interchangeable fleet which would enable them to reorganize many duplicate runs now made to garages and farms throughout the area for the distribution of petroleum products and animal feeding stuffs.

The Shell Group were now disinclined to grant contract licences for this side of their work and were also getting rid of C-licence vehicles formerly used—11 of these had already been given up and the demand had increased accordingly. The contract vehicles had all been fully employed, but the object was now to do the work with a smaller number of vehicles.

### Agreement with Objectors

The present figure had been arrived at in negotiation with the objectors, and the company had gone as far as they dared. They would be faced with considerable difficulty in the peak months.

Mr. A. Taylor, a supplies and transportation supervisor for Shell-Mex and B.P., said his company felt strongly that this was a better way to have the traffic moved. During the past 18 months the company's policy had been to contract out to private hauliers the distribution of packed oils to filling stations. If the

application succeeded further contracts would not be granted for that class of work.

Questioned by Mr. Lindsay, Mr. T. Boothroyd, traffic manager of R. Silcock and Sons, Ltd., said the scheme was sponsored by Shell-Mex, and, after careful consideration, they were of the opinion that it would be beneficial.

Mr. A. J. Ashworth, managing director of J. Ashworth and Sons, Ltd., said his company would get better service from a 37-vehicle fleet than from the five vehicles they now had on contract.

Granting the application, Mr. Lindsay said that although there was the possibility that one or other of the customers might not get as good a service with vehicles that were not at their sole disposal, he was satisfied with the explanations given.

### B.R. RENEWALS GRANTED

WHEN British Railways sought renewal of their licences covering 137 vehicles and 133 trailers in the Dundee district, last week, the Scottish Licensing Authority set aside two days for the hearing. However, the case lasted only 15 minutes, because an agreement was reached resulting in all the objections being withdrawn.

A similar agreement prevented objections to licence renewals for 37 vehicles and 33 trailers in the Perth district. In both cases the objections had originally been lodged because of the area of operations requested.

## Read Grant Follows Knight Ruling

THREE vehicles and a tank trailer were added to the A licence held by G. Read (Transport), Ltd., Mitcheldean, last week, after they had agreed to drop the proposed normal user of "general goods, normally 100 miles." Instead, they stipulated the traffic for each vehicle, and promised to seek a new licence with a different normal user if more than 10 per cent. general goods were carried.

Mr. S. W. Nelson, Western Licensing Authority, complimented the British Transport Commission on the sensible and co-operative view they had taken of the application. Their interests were now closely safeguarded, he said, and the result of the case meant that the Transport Tribunal's decision in the Knight case had been implemented.

Mr. T. D. Copre, for Read, said that when they re-entered haulage after denationalization they bought British Road Services units costing £55,298, but some of these had since been sold. They now operated 29 vehicles, each of them earning about £3,800 a year.

The application was not based specifically on increased turnover and business, but on the fact that regular customers had work for a special type of vehicle which could be undertaken only

## Traders Urge an End to Van Speed Limit

REMOVAL of the 30 m.p.h. speed limit on vans of up to 1-ton carrying capacity was urged by Mr. F. Goodchild, a West Bridgford motor trader, at the autumn conference of the National Chamber of Trade at Leamington Spa on Monday.

Moving a resolution to this end, Mr. Goodchild said the restriction had been a source of controversy for many years, having been introduced under conditions "quite different from those appertaining today."

The present light van was virtually a car, with the same chassis and same performance, and this was in keeping with the braking, steering and road-holding qualities of the vehicle. Almost every light van constructed today was capable of speeds in excess of 60 m.p.h.

It was ridiculous to keep the speed of vans down to that necessary for 20-ton lorries.

"The restriction is completely useless, unnecessary and obsolete," he declared. "It interferes with the liberty of hundreds of traders who use their light vans for domestic purposes in addition to business use because they cannot afford two vehicles."

The resolution was carried without discussion.

Another resolution adopted expressed concern at the adverse effect on trade of the recent extension of "no waiting" regulations. Mr. L. H. Kinsom (Stafford) appealed to delegates to keep in close touch with what was going on in their local councils, because these restrictions had "a habit of slipping through."

by putting undue strain on the existing fleet. Total revenue for the year ended August, 1957, was £109,554, and £2,999 had been paid out for hiring. For the following year, turnover was £114,230, with an outlay of £1,427 on hiring. Mileage went up from 1m. to 1,060,000.

Mr. George Read, managing director, was asked by Mr. A. W. Balne, for the B.T.C., why it was that in the 1956-57 figures traffic for Silver Roadways, Ltd., totalled £9,409, whereas in the following year it was £22,797. Mr. Read replied that two thirds of the earnings were for backloads, and only one-third for outward journeys.

Mr. Balne said the B.T.C. were vitally concerned with the application if the normal user was to be "general goods." However, if Read's were prepared to define the traffic for each vehicle on the normal user the objectors would be able to take a different view.

After an adjournment, it was announced that Read's were prepared to do this as follows: one vehicle, "mainly bulk grain, 100 miles, with a container"; one vehicle, "mainly quarried materials and coal, 75 miles, with a container"; one vehicle, "mainly bulk liquid and stone, 50 miles, with a 1-ton tank trailer."

## Wasting Court's Time, Maj. Eastwood Warns Commission

**S**HOULD a company operating a specialized trunk service, whose policy is not normally to sub-contract, be compelled to absorb spare transport in their area before being granted additional vehicles to cope with increased business? Maj. F. S. Eastwood, Yorkshire Licensing Authority, was faced with this problem at Bridlington, last week, when Hull and Glasgow Road Carriers, Ltd., applied for two extra A-licence vehicles.

Seven objectors from the Hull area claimed that there was a surplus of A-licensed vehicles in Hull so it was the applicants' duty to use them if they could not cater for their customers.

### Specialists in Smalls

Mr. R. E. Paterson, for Road Carriers, said they had specialized in a Hull-Glasgow trunk service for 25 years. Most of the traffic was smalls, an average of 1,100 consignments a month, of which 90 per cent. were in lots of less than 3 tons. A payload of 8 tons was necessary to operate economically, and other hauliers had made it clear that they did not want part loads.

Neither British Road Services nor any of the other objectors could match the service being provided—five vehicles operated in each direction every night, collection and delivery vehicles fed the service at both ends, and in Hull the shunters were radio-controlled. Early morning delivery was guaranteed for goods collected the previous day.

Mr. J. L. Dunn, managing director, said 32 customers had been added to their books since they were granted two additional vehicles in April, 1957. Deliveries from Glasgow to Edinburgh had increased from once to four times a week, and MacFarlane, Lang and Co., Ltd., had established an East Riding distribution centre at the company's Hull depot.

### B.R.S. Rate-cutting Alleged

Traffic from Blundell, Spence and Co., Ltd., which was lost to B.R.S. when the rate was cut from 80s. to 69s. a ton, had returned at a rate which had been reduced, but was still not as low as that quoted by B.R.S. This followed late deliveries after Blundell's had made the change. Fruit traffic had also been turned away since Reader Bros.' application was refused. (*The Commercial Motor*, June 27.)

Mr. Dunn denied a suggestion by Mr. P. Kenny, for the private objectors, that they had been able to absorb the increases with their existing fleet. He pointed out that average earnings per vehicle over the past six months were £150 a week, which meant they were being overloaded.

After hearing evidence by British Railways and B.R.S. that their services to Glasgow were under-utilized, Maj. Eastwood remarked that the British Transport Commission seemed to be taking the matter very lightly. The rail-

way witness could not say what was the time of morning delivery in Glasgow, and B.R.S. were unable to reveal what time vehicles left Hull to connect with their Leeds-Glasgow trunk. Nor could they give delivery times. If the B.T.C. could not organize things any better than that they were wasting the court's time.

Mr. Kenny submitted that two vehicles were being requested to deal with 16 loads per month. No attempt had been made to hire in Hull for the past two years, yet the objectors were ready and willing to supply vehicles. The figures produced were unsatisfactory, in that there was no breakdown of inward and outward traffic, and the two witnesses called represented only 1½ per cent. of the applicants' monthly earnings.

Mr. Paterson replied that nothing had ever been laid down stipulating that a concern must start sub-contracting if it were not their policy to do so. The objectors' attitude was that, because they were short of work, they should have the cream of the Hull and Glasgow traffic without being responsible for the efficient running of the service. It would be useless to increase the fleet by one vehicle as the organization would be thrown out of gear. One vehicle at each end was needed.

Maj. Eastwood reserved his decision.

### A-LICENCE OPERATIONS TO BE INVESTIGATED

**A** FURTHER investigation into the activities of two A-licence vehicles operated by J. Williams and Sons, Mould, was ordered on Monday by Mr. J. R. Lindsay, North Western Deputy Licensing Authority. The company had applied for the licences to be renewed with a wider normal user, and there was a number of objectors.

Mr. J. Edward Jones, for K. Hopwood, said they were opposing renewal on the ground that one of the vehicles had been out of use for two years and the second was only lightly occupied.

Refusing the modification, Mr. Lindsay said the applicants were granted a substitute vehicle to be acquired in 1954, but this grant had never been taken up. The present application included a change of normal user from named goods in the North Wales and Cheshire areas to general goods as required, but a request for figures and further particulars had not been answered.

The renewal would not be granted until inquiries had been made into the company's present activities.

### "RECORDS WASTE TIME"

**T**HE time and work involved in maintaining drivers' record sheets for short-distance deliveries is wasteful, uneconomic and unnecessary, according to Bristol Chamber of Commerce. They are to contact other chambers in an effort to have the regulations amended.

## Men in the News

MR. W. T. CHARLES has become wholesale manager of European Cars, Ltd., South Kensington.

LORD WILLIAMS has been reappointed a part-time member of the London Transport Executive for a further three years.

MR. A. R. DUNBAR has resigned from the board of the Northern General Transport Co., Ltd., and has been succeeded by MR. L. M. SAYERS.

MR. A. F. CLIFT has resigned his position as manager of the Bristol branch of A. Packhame and Co., Ltd., and has been succeeded by LIEUT.-COL. W. S. WHIMSTER.

MR. C. N. SMITH has joined the board of the Atlas Express Co., Ltd., as resident director in Scotland. He was formerly traffic manager of the Cerebos group of companies.

MR. D. G. F. RAWLINSON, assistant traffic manager of Maidstone and District Motor Services, Ltd., has been appointed traffic manager of East Midland Motor Services, Ltd.

MR. H. GIBBONS has been appointed chief engineer of Eddison Plant, Ltd., in place of MR. J. W. WOMAR, who has become chief engineer of the Potteries Motor Traction Co., Ltd.

MR. H. E. ELLS, formerly one of the two joint publicity managers of Associated Commercial Vehicles, Ltd., now holds the title of public relations manager. MR. L. M. CRUMP becomes advertising manager.

MR. P. G. ROBINSON has become East Midlands assistant divisional manager of the Firestone Tyre and Rubber Co., Ltd. MR. J. G. OSBORNE has taken a similar post in north London, and MR. D. N. T. SCOTT has been appointed Southampton district manager.

MR. E. W. HEALEY, lately sales manager of Smiths Jacking Systems, Ltd., has been appointed automobile sales manager of Smiths Motor Accessories, Witney. MR. B. A. SAWYER becomes sales manager of Smiths Jacking Systems, with MR. R. TURNER as supply manager.

MR. MICHAEL BRITAIN has been made a director of Essex Carriers, Ltd., South Benfleet, and has also been appointed Eastern Area representative on the Road Haulage Association's International Road Transport Committee. Mr. Britain is the son of Essex Carriers' managing director, MR. R. B. BRITAIN.

MR. L. M. SAYERS has been made a member of the North Eastern Area Transport Users' Consultative Committee, in place of MR. A. R. DUNBAR, who has moved to the headquarters of the British Transport Commission. Mr. Sayers is assistant general manager (administration) of British Railways' North Eastern Region. MR. DUDLEY PEXTON, director of the National Coal Board's South Western Division, has become a member of the Wales and Monmouthshire committee, replacing MR. EDGAR DAVIES, who has resigned through ill-health.

## Contravened Licence to Prevent Colliery Closing, Say Hauliers

**A**FTER being told that a Coventry haulage company had contravened the terms of their contract-A licence to save a colliery from going out of production, Mr. W. P. James, West Midland Licensing Authority, adjourned an inquiry at Birmingham, last week, so that National Coal Board witnesses could attend. The inquiry concerned Maurice James and Co., Ltd., Mile Lane, Coventry, who were called upon to show why their contract-A licence should not be suspended or revoked, following convictions in May for misuse of vehicles.

At that time, the company admitted carrying coal for the N.C.B. and A. Brockhurst and Co. when the vehicles were on contract to Stephenson, Clarke and Co. There were several summonses, and they were fined a total of £20.

At last week's hearing, Mr. J. R. C. Samuel-Gibbon, for the company, said it was not a case of persistent illegalities in the face of repeated warnings. All the coal could have been carried quite legally if only the right vehicles had been used. Instead, during two hectic periods, B-licence vehicles did work which was covered by the contract licence, and the contract vehicles carried loads which the B licences catered for.

### Why Proceedings Arose

James' carried nothing which they were not licensed to carry. However, the proceedings arose because the contract vehicles took coal for the N.C.B. from Bagworth Colliery, Leics, to Water Orton, near Birmingham, and for Brockhurst's from Water Orton to Highcroft Hall Hospital, Birmingham.

Bagworth Colliery was one of those "unhappy places" where the N.C.B. had great difficulty in selling the coal. As a result, all the available rail wagons were filled, and the stocking grounds at the pit were choked up. Unless further facilities for stocking could be found production at the colliery would have had to cease. To avoid that, James' agreed to haul coal to their own stocking ground at Water Orton, 20 miles away.

The quantities increased "at bewilderingly short notice," and the situation got a little out of hand. Officials at the colliery began giving drivers their own instructions about what coal was to be carried.

### Coal Supplies Irregular

Dealing with the haulage for Brockhurst's, Mr. Samuel-Gibbon said it involved a run of only 2½ miles from the railway yard to the hospital. James' were supposed to carry 3,500 tons a year to the hospital for Brockhurst's, and all would have been well if the coal had arrived at the rate of 70 tons a week. But it was irregular, and when large quantities arrived by rail James' wanted to shift it to the hospital as quickly as possible.

This was unpopular work because it involved hand loading, and James' felt that they could not leave it all to their B-licence drivers, so the contract vehicles were called in.

In evidence, Mr. Leonard Maurice James said the arrangement with Brockhurst's was an experimental one which would not be renewed. Mr. J. L. Redhead, James' manager, recalled that on one occasion he went to Bagworth Colliery and found that production had actually stopped, so he allowed contract-A vehicles to carry coal to get the N.C.B. out of difficulty.

The Licensing Authority: And you landed your own firm in far more serious difficulties?

Mr. Redhead: Yes, sir.

He added that on another occasion he found that the hospital had only four hours' stock of coal left. He thought it essential that they should not be left without supplies.

The hearing was adjourned until next Monday.

### EIRE TOUR STOPPED BY MINISTER

**O**N appeal by the Thames Valley Traction Co., Ltd., the Minister of Transport has deleted a tour to Eire from a licence granted to Reliance Motor Services (Newbury), Ltd., by the South Eastern Traffic Commissioners (*The Commercial Motor*, July 4). The tour was one of a group starting from Thatcham.

In his decision the Minister has followed the recommendation of Sir Hugh Dow, who heard the appeal. He says the Commissioners should have waited to see the results of the extended tour to Eire recently licensed to Thames Valley before allowing another operator to run a similar tour from an adjacent district.

Any abstraction of traffic might be serious for that company. The evidence of inconvenience in joining the Thames Valley tour at Oxford did not outweigh the question of abstraction.

The Commissioners may defer the deletion of the tour if its immediate removal would cause hardship to passengers who have already booked.

### 200 TONS TO GERMANY

**S**OME 200 tons of plant for mixing asphalt have been delivered from Yorkshire and Cambridge to Western Germany by Evan Cook's Depositories, Ltd., Peckham, London. The machinery will be used for the construction of an airfield.

Some loads had to be lifted by crane into the hold of the Transport Ferry Service's "Empire Celtic" because they were too big to be driven on to the vessel. The plant will return to Britain in a few months.

## Approval in Principle for Excursion Linking

**A**PPLICATIONS by Ribble Motor Services, Ltd., and W. C. Standerwick, Ltd., to link certain picking-up points on their excursion licences were approved in principle by the North Western Traffic Commissioners last week. However, the chairman, Mr. F. Williamson, asked the interested parties to discuss together what the terms of the licences should be.

The two companies were seeking entirely new excursion and tour licences which would include period returns to Morecambe, Blackpool and Scarborough. They offered to surrender their existing licences if the applications were granted.

Mr. F. D. Walker, on their behalf, said they wanted to link picking-up points at Blackburn, Accrington, Darwen and Farnsworth. Both concerns operated to the East Lancashire area, and the purpose of the application was to amalgamate the separate catchment areas. However, they still wanted to run separately, as it was not practicable to unite.

In evidence, Mr. G. Dawes, a Ribble traffic assistant, said it had been their intention for some time to link the picking-up points in the catchment area.

Mr. H. Backhouse appeared for three objectors—W. Robinson and Sons (Great Harwood), Ltd.; Ribblesdale Coachways, Ltd.; and J. Wearden and Sons, Ltd. He claimed that Ribble and Standerwick wanted "the best of both worlds." If the application were granted Robinson's traffic would be endangered.

For the British Transport Commission, Mr. J. S. Wrottesley pointed out that as soon as the principle of linking were established other areas would come along with similar propositions. An advantage often put forward in favour of coach travel as against rail was that passengers did not have to change, yet the applicants proposed that people should change vehicles on coach excursions.

Mr. Walker submitted that the two companies had been compelled to differ from the usual pattern, but by linking they would be able to cut down wasteful operation.

### PANEL FOR R.H.A. CONFERENCE

**M**EMBERS of the panel who will deal with delegates' questions in the open forum at next week's annual conference of the Road Haulage Association at Torquay, are Mr. T. D. Corpe, Mr. Mark Hewitson, M.P. (Labour), Mr. T. L. Iremonger, M.P. (Conservative), and Mr. D. H. Joyce. Mr. Freddie Grisewood will be question-master.

Mr. Corpe is legal adviser to the Western Area of the Association. Mr. Joyce is supplies and transportation manager of Shell-Mex and B.P., Ltd., transport adviser to the Association of British Chambers of Commerce and a member of the Central Transport Consultative Committee.

The conference will be the biggest ever held. More than 300 members, apart from their guests, will attend it.





Two Diamond-T tractors and two multi-wheeled trailers were employed by Robert Wynn and Sons, Ltd., this week to carry a 106-ton girder from Staffordshire to the site of the nuclear power station, Bradwell, Essex. The 200-mile journey was expected to take five days. This picture shows the outfit at Elmdon, near Birmingham, on Tuesday morning. The load will form part of a travelling gantry, and a similar fabrication will also be delivered later.

## No Licence for "Outcast" Haulier

APPLYING for a new B licence at Perth, last week, Mr. Morris Young, Hillyland Farm, Perth, told Mr. A. Robertson, Scottish Deputy Licensing Authority, that no haulier in his own town would hire vehicles to him because he was suspected of undercutting his competitors. He explained that, in order to fulfil his commitments, he usually hired lorries from Bridge-of-Earn, although sometimes he had to go as far afield as Glasgow and Grangemouth.

Asked by Mr. Robertson if he could not get vehicles in Perth because he had taken work from local operators, Mr. Young replied that he had not indulged in undercutting. He was operating at a rate which was economic both to himself and to his customers.

Mr. Young went on to produce a copy of the minutes of a meeting of the Perthshire sub-area of the Road Haulage Association which he had not attended. The minutes showed that he was suspected of contracting for more traffic than he could carry, then trying to hire other members' vehicles on an extensive scale.

### "Kept Best Work"

It was suggested that he kept the better paying jobs for his own vehicles and accepted some work at uneconomic rates. As he was acting unethically in accepting work he could not do, members were advised not to sub-contract to him unless there was an improvement in the situation. They were also reminded that they could state their grievances at any licensing application he might make.

Mr. Young explained to Mr. Robertson that he started in haulage four years ago and his present fleet consisted of nine special-A vehicles and one on A licence. Because of greatly increased work he had done a great deal of hiring, but there had been complaints about delays.

Mr. W. Fletcher, for Mr. Young, submitted that there was only one objector, J. G. Gilmour and Sons, Perth, because the R.H.A. members had not taken the opportunity to air their contentions to the Licensing Authority. Mr. Young had seen the R.H.A. chairman, but members were still refusing to co-operate with

him. The present application could not be supported by witnesses because it had been found difficult to find anyone to come forward.

Mr. Robertson refused the application.

### 106-TON GIRDER TAKEN TO BRADWELL

A GIRDER weighing 106 tons and 104 ft. long was arranged to be carried by road this week from Tipton, Staffs, to Bradwell, Essex, the site where a nuclear power station is being built. Robert Wynn and Sons, Ltd., employed two Diamond-T tractors and two trailers, and the 200-mile journey was expected to take five days.

The girder was made by J. S. Forster, Ltd., and another is to follow. They will form part of a travelling gantry to carry a charge machine, which is used to refuel and for servicing a reactor at Bradwell.

The route was via Birmingham, the Coventry by-pass, the A5 to St. Albans, across north-east London to Newbury Park and out to the coast through Wickford.

### COACH "INVASION" OPPOSED

NINE northern bus operators will ask the Northern Traffic Commissioners on October 28 for permission to run express services between Newcastle upon Tyne and Coventry. They will be opposed by Hall Bros., South Shields.

The applicants are the Northern General Transport Co., Ltd.; United Automobile Services, Ltd.; North Western Road Car Co., Ltd.; Lancashire United Transport, Ltd.; West Yorkshire Road Car Co., Ltd.; Yorkshire Traction Co., Ltd.; East Midland Motor Services, Ltd.; East Yorkshire Motor Services, Ltd.; and Yorkshire Woollen District Transport Co., Ltd.

### PROFIT AND LOSS

Carmo (Holdings), Ltd., £64,403 profit before £30,491 tax. Year's dividends 10 per cent.

Edinburgh Transport Department, £47,050 net surplus after debt and capital charges. Total working expenses £3,425,621 (29,703d. per bus-mile); total income £3,743,585 (32,46d. per bus-mile). Passengers 232.6m.; mileage 27.67m.

## Mr. Lindsay Warns A-licence Holders

EVERY A-licence holder should make sure that the normal user is an accurate description of the work being done, Mr. J. R. Lindsay, North Western Deputy Licensing Authority, warned on Monday. He pointed out that, in view of recent decisions by the Transport Tribunal, it was important that legal advice should be obtained on this question before renewals or variations were sought.

Mr. Lindsay made his remarks after hearing an application by Mr. D. J. Jones, Wrexham, for a renewal of his one-vehicle A licence with a normal user of: "Livestock and general goods, Manchester, Liverpool, Scotland, Wrexham and district."

Mr. G. H. P. Beames, objecting for British Railways, said the application had been adjourned from July for the production of certified figures and drivers' records. The previous user of the vehicle was: "Livestock and general goods, North Wales, Midlands, Lancashire and Cheshire."

Questioned by Mr. Beames, Mr. Jones said he had been in business 35 years, and during the whole of that time there had been six or seven journeys a year to Scottish markets during the winter.

Replying to Mr. Lindsay, Mr. Jones said 75 per cent. of his work was livestock and the majority of the remainder was furniture and removals. He was not prepared to remove general goods from the user. Journeys to the Midlands and Cheshire were only occasional.

Mr. Beames submitted that there was some doubt as to whether the change was justified. "Wrexham and district" hardly covered places mentioned like Llangollen and Shrewsbury, and there was no evidence of the carriage of general goods. With regard to Scotland it could well be said that the operation was normal and they would not oppose its inclusion.

Granting the application as published, Mr. Lindsay said he did not wish to penalize an applicant who had not had advice, but Mr. Jones would be wise to consider the implication of his normal user in relation to the work he was doing.



## National Network for Frozen Food?

WHAT was described as an ambitious plan to extend a small local frozen food service into a countrywide network was adjourned by the Yorkshire Licensing Authority, Maj. F. S. Eastwood, at Bridlington, last week. Farnborough Transport, Ltd., Preston, near Hull, had asked for a new two-vehicle A licence to carry "mainly meat, frozen food, fish and other goods as required, mainly London, Liverpool, Midlands, Durham, Northumberland and as required."

Mr. G. Baker, for the company, said they were now operating one B-licence vehicle which was restricted to a 30-mile radius. The whole of their work was insulated container traffic in connection with the frozen food trade—a new and growing industry which required speed, hygiene and efficient containers.

He pointed out that none of the nine private objectors had proper containers. The British Transport Commission, who also objected, had some, but their nearest depot was at Leeds. Farnborough Transport's existing customers were now asking them to go all over the country.

Mr. H. Fletcher, managing director, said he bought the shares of Farnborough Transport when the company ran into debt in 1956. He was the major creditor, and already operated as a haulier with four vehicles—one on A licence, one special-A, and two on B licence. The two concerns were being run entirely separately, but in order to meet Farnborough Transport's commitments his A-licence vehicles were hired to them. As a result, his other business was being affected.

Mr. R. G. Moss, a director of Eskimo Frozen Foods, Ltd., said the applicants were unable to meet their requirements.

and work could easily be found for two more vehicles. New cold stores were being erected at Hull and there was a five-year plan aimed at doubling production each year. This scheme was now in its third year.

Transport to every part of the country was required, particularly to ports. They had used the B.T.C., but had had to send back containers because they were damaged, old and leaky.

For the private objectors, Mr. P. Kenny said their opposition would be withdrawn. The vehicles concerned were potentially "flats," but Mr. Fletcher's revised statement of intention, indicating that they would be used only for frozen foods before and after processing, was satisfactory.

Mr. H. Webb, for the B.T.C., submitted that both concerns operated from the same base, and from the evidence it appeared that they worked as one fleet. It was extremely important to find out what the Fletcher vehicles were doing.

Maj. Eastwood replied that he took the same view and would require full accounts from H. Fletcher before proceeding further. Three months' drivers' records would also have to be produced.

### OBITUARY

WE regret to record the death of MR. CORTI WOODCOCK.

Mr. Woodcock, who was 59, was sales promotion executive for Bonallack and Sons, Ltd.

### RECORD OVERSEAS ATTENDANCE

THE 112,137 people who attended the Commercial Motor Show at Earls Court included 3,641 from overseas—a record figure. The overseas visitors came from more than 70 countries.

## Objectors Complain of Traffic Loss

BETWEEN July, 1956, and June, 1957, Clark Dutch, Ltd., Perth, carried 5,000 tons of fertilizer for Jos. Gartshore and Sons, Ltd. Then Gartshore's were taken over by Adam Lythgoe, Ltd., and the traffic was immediately taken away. This was stated by Mr. James Clark, a director of Clark Dutch, when they objected last week to applications by two hauliers for vehicles to do work for Lythgoe.

P. T. Gray and Co., Ltd., Perth, and Thomas Simpson, Perth, each sought a new one-vehicle B licence to replace contract licences with Lythgoe. The proposed conditions were: "Agricultural produce and requisites, lime and fertilizers for Adam Lythgoe and Jos. Gartshore within 150 miles."

Mr. W. D. Connochie, for the applicants, said B licences were necessary because it had been decided to operate the Gartshore business as a separate company, so their goods could not legally be carried under the Lythgoe contract licences.

Mr. A. Scragg, Lythgoe's transport manager, said a 150-mile radius was

sought to enable them to carry magnesium limestone from Durham. Raw materials for making compound fertilizers were carried to Perth from Perth Harbour, Hull, Dundee, Alloa, Ayr, Glasgow and Leith.

Gartshore's traffic was now being carried by the applicants' sub-contractors.

After an adjournment, the conditions were amended to: "Lime and fertilizers for Adam Lythgoe within Perthshire, Angus and Scottish Counties south thereof, with an extension to Durham for magnesium lime; fertilizers for J. Gartshore from Perth Harbour, Ayr, Glasgow, Leith and Alloa to factory at Perth." The B.T.C. objections were then withdrawn.

Cross-examined by Mr. Connochie, Mr. Clark said he was unable to produce documentary evidence showing the availability of his company's vehicles.

Mr. A. Robertson, Scottish Deputy Licensing Authority, granted both applications as amended, subject to the surrender of the contract licences previously in force.

### NEW TRANSPORT COMPANIES

**Harry Evans (Haulage), Ltd.** Cap. £10,000. Dirs.: George Newton, 193 Derby Road, Ashbourne, and Harry Evans, Grayfriars, Bakewell Road, Matlock. Sec.: W. E. Mason, Reg. office: Crossroads, Longcliffe, Brassington, near Derby.

**Alipians, Ltd.** Cap. £100. Subs.: Jean Herbert, Thomas A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

**Batemax, Ltd.** Cap. £100 Other particulars as for Alipians, Ltd.

**R. H. Babbage and Son, Ltd.** Cap. £2,000. Dirs.: Richard H. Babbage and Mrs. Annie M. Babbage, 13, Kimberley Terrace, Cardiff, and Richard C. Babbage, 110 Fiddlers Road, Cardiff. Sec.: Annie M. Babbage. Reg. office: 19 Kimberley Terrace, Cardiff.

**W. S. Moir and Sons, Ltd.** Cap. £3,000. Dirs.: W. S. Moir and Mrs. J. M. Moir, 28 Thistle Street, Motherwell; W. S. Moir, Jr. and P. S. G. Moir, 20 Roman Road, Motherwell. Reg. office: 51 Toll Street, Motherwell.

**G. W. Woodward, Ltd.** Cap. £20,000. Dirs.: George W. Woodward, The Common, Barwell, Leics; George R. W. Woodward, Hoyanna, Station Road, Earl Shilton; John E. Woodward, William Woodward and Theima Powers. Sec.: Theima Powers. Reg. office: High Street, Barwell.

## 16½-tonners with Air Springs for Reed

DESIGNED to carry payloads of 16½ tons, 18 Eagle semi-trailers with Andre air suspension are to be supplied to Reed Transport, Ltd., and Cropper and Colthrop Transport, Ltd., an associate. Other features include a Davies fifth-wheel undercarriage with rapid wind-down gear of high-tensile light alloy. Avon and Firestone tubeless tyres will be fitted. The levelling valves are of Clayton Dewandre manufacture.

Fourteen semi-trailers will be used by Reed Transport under C licence and four by Cropper and Colthrop under special-A licence. Weighing 3 tons 5 cwt., each semi-trailer will have a 27-ft.-long body with a steel frame, double timber floor and light-alloy headboard.

Nine Foden-Gardner 6LW lightweight tractors of special pattern are also to be delivered. These will have an unladen weight of four tons. The operators state that the payload of the combined outfits is substantially greater than could have been obtained with any other articulated vehicle.

### PONTYPRIDD BUS REVENUE FALLS BY £2,816

BUS revenue for the quarter ended June 30 showed a £2,816 decrease on the corresponding quarter of last year, said Mr. B. W. Williams, treasurer to Pontypridd Urban District Council, when he presented the transport accounts.

Income for the quarter was £44,699—equivalent to annual earnings of about £193,000. For the year 1957-58, income was £201,022. Mr. Williams said it appeared likely that, unless continued and increased economy were practised, income for the current year would be about £8,000 down.

### RESTRICTIVE PRACTICES

THE Registrar of Restrictive Practices now has powers to take proceedings in respect of any trading agreement registered with him. He was previously given directions by the Board of Trade concerning specified goods. The present position is that proceedings before the Restrictive Practices Court may be started at any time into any agreement.

## Regulations on Hours "Absolutely Essential"

THE regulations which ensure that drivers have 10 hours' rest in 24 are "absolutely essential" for safety on the roads, according to Mr. Kenneth Wood, Wolverhampton Stipendiary Magistrate. He made this comment last week after a check by West Midland enforcement officers had resulted in a series of prosecutions over hours and records.

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At Bilston Stipendiary court, six operators were fined following spot checks of vehicles at Bilston and Lincoln. Charles B. Pugh (Walsall), Ltd., were fined £7, with £3 3s. costs, for using vehicles on which the steering was not properly maintained, and Frederick Ewart Lester, Sedgley, had to pay a similar fine and costs for having inefficient brakes on a vehicle.

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Manchester Corporation are to buy a Morris 1½-ton van.

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Ramsay Urban District Council are to obtain a refuse collector.

Dudley Health Committee wish to buy an Eagle East-Load refuse collector.

Liverpool Fire Services Committee recommend that a Dennis fire tender be acquired.

Bedford Corporation are to acquire an Austin 15-cwt. drop-sider from David Robinson, Ltd.

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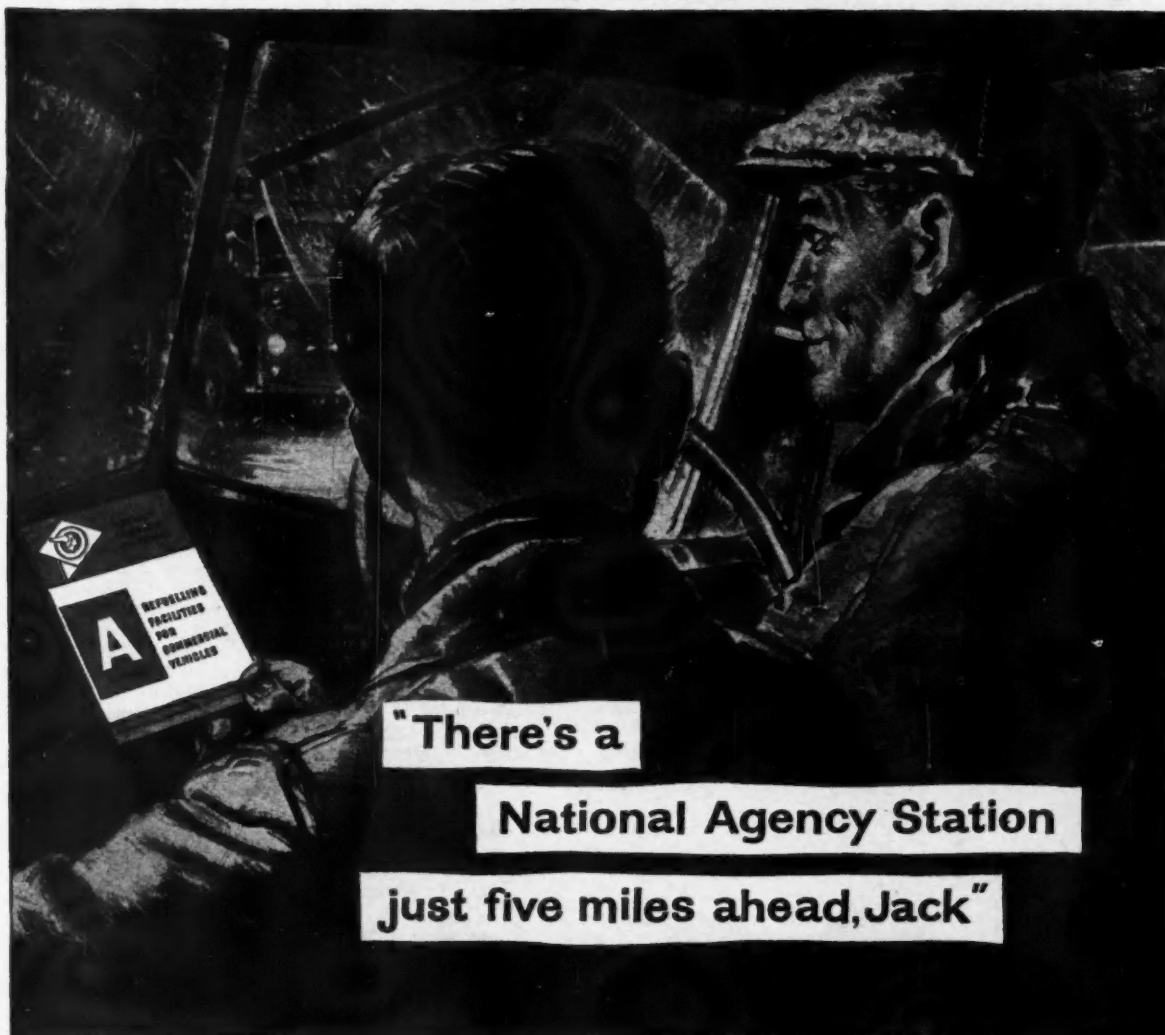
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Our Agency Authority Card system extends the convenience of the nation-wide network of NATIONAL AGENCY Stations. Your driver produces our card and he is supplied with spirit on Agency terms either by cash or on credit and the charge is made direct to your Company. Why not let us arrange these Agency facilities for you?

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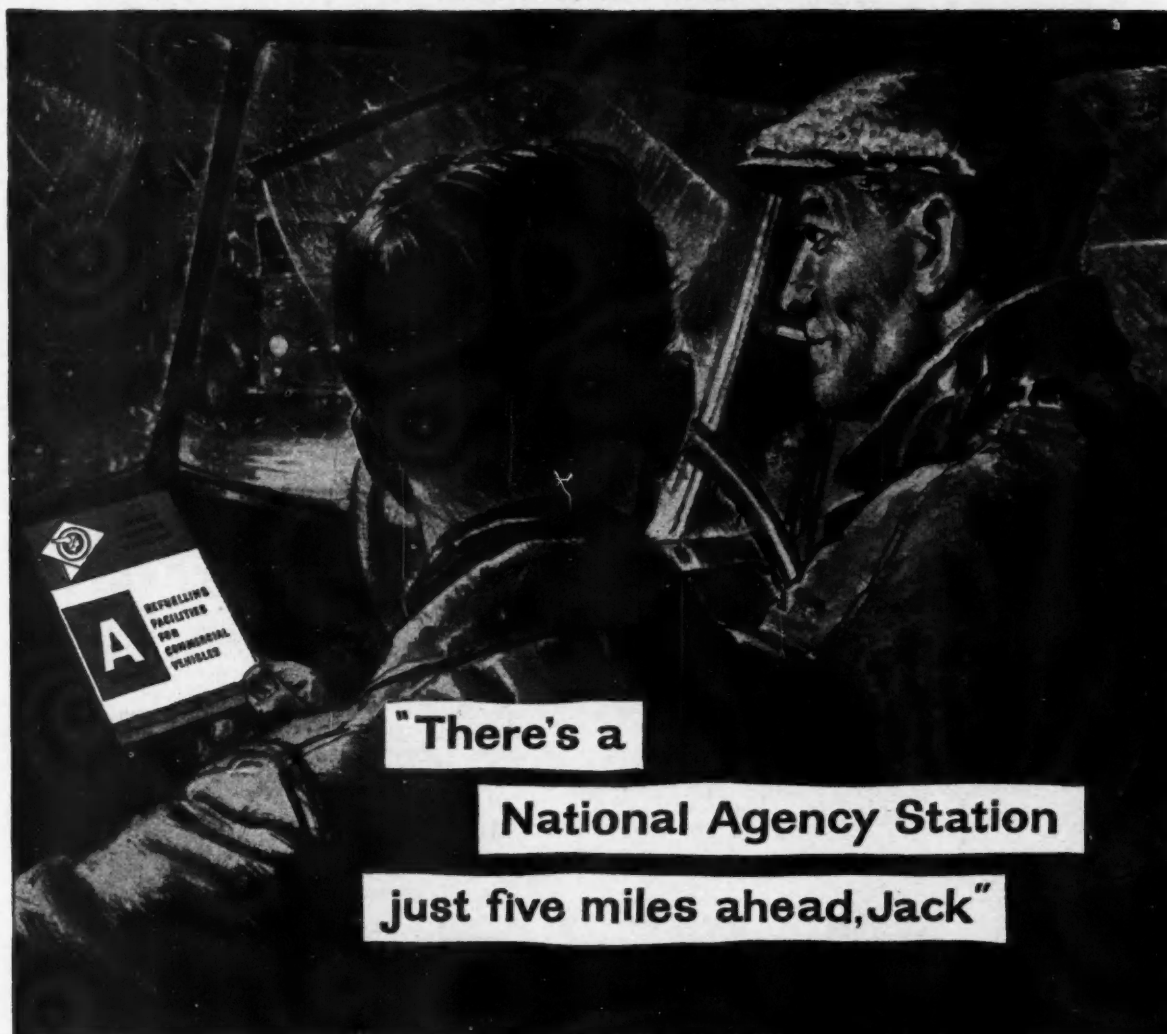
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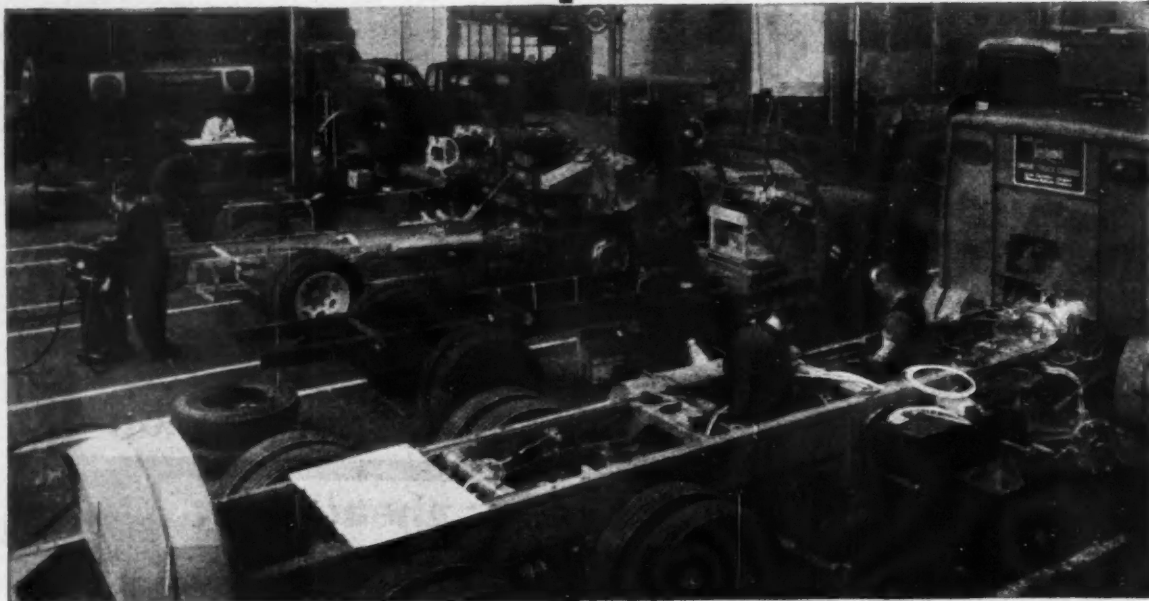


# TECALEMIT "SYNDROMIC"

The most developed mileage-controlled chassis lubrication system

Installation by

**Normand**



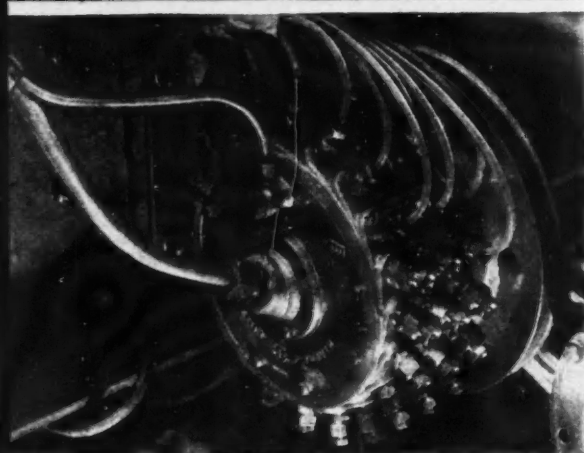
This lubrication system feeds every chassis point exactly the right amount of lubricant — while the vehicle is on the road.

This development makes Tecalemit "Syndromic" the most economical and efficient chassis lubrication system; it will prolong the working life of your vehicles, cut down "time off the road" drastically and save lubrication costs.

Normand Limited are agents for Tecalemit "Syndromic" installation in the Greater London area. With over 3½ acres of workshop space and the most up-to-date plant, we are well equipped to install a system that will pay big dividends.

**Manufacturers of alloy, composite and plastic bodies.**  
**Suppliers of commercial vehicle chassis.**  
**Mechanical, electrical and coachwork repairs of all types.**  
**Heavy and medium exchange engine specialists.**  
**Vehicle contract maintenance.**  
**Contract painting.**  
**Fitting agents for Tecalemit mileage-controlled chassis lubrication.**

**ALL UNDER THE SAME ROOF AT**



Top photograph: A section of our Tecalemit "Syndromic" fitting bay.  
 Lower photograph: A 60-unit pump with nylon feed tubes.

**Normand**

NORMAND LIMITED, PARK ROYAL, LONDON N.W.10

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## "Congestion Hitting U.S. Bus Industry"

ADDRESSING the Humberdale branch of the Institute of Transport last week, Mr. J. W. Rolfe, secretary and chief accountant of the Birmingham and Midland Motor Omnibus Co., Ltd., said traffic congestion was slowly strangling the American city. Britain was following this pattern, and it would require all our energies to combat it.

Mr. Rolfe, who has recently returned from a three-month visit to American and Canadian transport undertakings, said one American in three used a car, whereas in this country the figure was one in 13. One consequence in the United States had been a transfer of population from the cities to the suburbs, and this posed a serious problem for the bus companies. In 1945, nearly 19m. passengers were carried, but by 1956 the figure had dropped to fewer than 9m.—a reduction of 54 per cent. in 11 years.

Large-scale efforts were being made to convince the car owner that driving to town was not worth the trouble and expense, but many bus operators had been put out of business. A feature of the industry was the "flat rate" fare, regardless of distance travelled, varying from 1s. 1d. to 1s. 9d. over a 16-mile limit.

### MINISTER CALLS FOR ROAD COMMITTEES

IT was of no use to build motorways if they began and ended in bottlenecks, and special committees should be set up in large provincial cities to assist in linking the motorways now being built.

This was stated by the Minister of Transport, on Monday, when he opened a £350,000 engineering block at the works of the Austin Motor Co., Ltd., Longbridge. He is touring the West Midlands and the north-west to inspect progress on road schemes.

"One of my consulting engineers is looking at Birmingham at the moment to see how we can get a link between the London-Birmingham road and the Birmingham-Preston road," he stated.

### RIBBLE ARE GRANTED FOOTBALL SERVICE

DESPITE objections by W. Robinson and Sons (Great Harwood), Ltd., and Ribblesdale Coachways, Ltd., a licence for football services between Burnley and Great Harwood was granted to Ribble Motor Services, Ltd., last week.

Mr. F. D. Walker, for Ribble, said the rail service for Saturday matches had recently been withdrawn and Ribble wanted to fill the gap. In the past they had been granted dispensation, and sometimes their buses had been filled to capacity.

Mr. G. Dawes, a traffic assistant, told the North Western Traffic Commissioners that neither Robinson's nor Ribblesdale operated through services.

On behalf of the objectors, Mr. H. Backhouse submitted that existing facilities were adequate.

## Ford Expect Drop in Sales and Earnings

ALTHOUGH sales and earnings for the first half of this year showed a great improvement on figures for 1957, the Ford Motor Co., Ltd., expect trading income for the second part of 1958 to show a marked drop on the earlier months. A statement issued last week said this was due to seasonal influences and changed trading conditions, especially in overseas markets.

Net income for the half-year ended June 30, 1958, was £6,894,407, compared with £4,922,496 for the same period last year. Sales up to June 30 totalled £110.2m. (228,733 vehicles), as opposed to £79.9m. (166,234 vehicles) in the same period last year. In the latter half of 1957 net income was £5,958,313. During this period sales totalled £86m. (172,187 vehicles).

### HEAVIER SUBSTITUTE VEHICLE REFUSED

AN application by W. Keith and Sons, Grange-over-Sands, Lancs., to substitute an A-licence 7-tonner for a 5-tonner on special A licence was refused last week at Kendal. The application, which was adjourned last month for more evidence, was opposed by the British Transport Commission and three private hauliers.

In evidence, Mr. Errington Keith, a partner, said they operated seven vehicles, of which four were on A licence. The vehicle now sought would have a greater capacity than the special A lorry being replaced because they wanted to standardize the fleet, but the same type of general haulage would be done.

Supporting evidence was given by representatives of Broughton Moor Greenstone Quarries and the Furness and South Cumberland Supply Association.

**Glasgow Garage:** Glasgow Transport Committee have approved a scheme to build a £149,000 bus garage at Gartcraig.

**New Bedford Club:** About 300 people attended the inaugural meeting of a Bedford Drivers' Club Centre at Manchester, last week. Mr. Syd Adams was elected chairman.

**M.P.T.A. Conference:** Next year's annual conference of the Municipal Passenger Transport Association will be held at Edinburgh during the week beginning September 21.

**Beclawat Acquisition:** Windscreens are to be added to the range of products made by Beckett, Laycock and Watkinson, Ltd., following their acquisition of Elliott (Windscreens), Ltd., Kingsbury, Middx.

**British Tractors for China:** The Mercury Truck and Tractor Co., Ltd., of Gloucester, are to supply 40 Model 32P towing tractors to the People's Republic of China. They are to be used to supplement harbour facilities.

**Dominican Lorry Terminal:** Amenities of a 60,000 sq. yd. terminal station for long-distance lorries at Ciudad Trujillo, Dominican Republic, include offices for the transport companies, canteens, rest-rooms and workshops.

**Safe Drivers:** More than 400 drivers employed by Hall and Co., Ltd., Croydon, qualified for safe driving awards in the 1957 competition organized by the Royal Society for the Prevention of Accidents. The drivers came from 46 depots.

## Low-loader Appeal is Dismissed

AN appeal by the Milford Plant Hire and Engineering Co., Ltd., against a decision of the South Wales Licensing Authority was rejected by the Transport Tribunal in London on Tuesday.

The president, Mr. Hubert Hull, said a prima facie case had not been made and it was not considered necessary to call evidence of the objectors. These were the British Transport Commission; Robert Wynn and Sons, Ltd.; Glyn Davies; Pembroke Transport, Ltd.; Evans and Williams (Transport), Ltd.; and D. Davies and Sons.

For the appellants, Mr. J. R. C. Samuel-Gibbon said the original application was for an A licence for two low-loaders to be used in West Wales and based in Milford Haven. The company were an associate of Smiths Enterprises, Ltd., big plant hire contractors in South Wales.

The real reason for the application was in view of projected developments at Milford Haven. They already had one low-loader on C licence so a grant would mean only one extra vehicle on the road.

Giving the decision, Mr. Hull said the application was made last January. The company wanted to carry contractors' plant instead of engineering equipment.

Whatever might be the case in the future, the evidence did not show there was sufficient demand to justify the basing of a single low-loader at Milford Haven. There might be a demand for future local needs for a low-loader on the spot, but the evidence was insufficient.

If the company made another application, supporting it by an undertaking that Smiths were willing to surrender C licences, it ought to be made clear they intended to keep their C-licence stock to the figure at the time of the application.

## Micrograms . . .

**New Anti-freeze:** C. C. Wakefield, Ltd., makers of Castrol motor oil, have now introduced an anti-freeze mixture claimed to contain unique anti-corrosion properties. They recommend its use for both petrol and oil engines.

**Fork Trucks Displayed:** A two-day demonstration of Conveyancer fork trucks using the "Skid-Stak" loading method was held in York last week at the premises of Flowers Transport, Ltd. This system eliminates the use of pallets.

**More Trams Go:** Buses are to replace trams on two more routes in Leeds. On the Roundhay route, trams will be withdrawn next March, and on the Thwaite Gate-Swinegate service they will be withdrawn in the New Year.

**B.M.M.O. Production:** The Birmingham and Midland Motor Omnibus Co., Ltd., have decided to build 95 D.9 double-deckers. Described in *The Commercial Motor* dated September 5, these vehicles are 72-seaters with independent front suspension and disc brakes.

**New Australian Company:** Solex, Ltd., have joined in the formation of a new company, Bendix-Technico (Automotive) Pty., Ltd., which will, among other things, have the manufacturing and distribution rights in Australia for Solex carburetors and parts. The Zenith Carburettor Co., Ltd., are members of the company, and their products will also be manufactured.



## Tyne Tunnel Not the Answer—Report

A SURVEY of traffic conditions on Tyneside, carried out by King's College, Newcastle upon Tyne, is now being considered by the Tyne Tunnel Joint Committee. It indicates that the proposed tunnel would do little to alleviate congestion in Newcastle and Gateshead.

The report, prepared by Prof. W. F. Cassie and Prof. J. H. Jones, states that about 50,000 vehicles use the existing bridges over the Tyne daily. It is estimated that only 6,200 would use the proposed Jarrow-Howden road tunnel, and only 2,200 would be diverted to the tunnel from existing crossings.

Of vehicles using the ferries between Jarrow and Howden, and North and South Shields, about 75 per cent. were bound either for Newcastle or Gateshead.

### COXON'S LOSE VEHICLE

IN a reserved decision, Mr. J. A. T. Hanlon, Northern Licensing Authority, has deleted one vehicle from the A licence held by William Coxon, Ltd., Anfield Plain (*The Commercial Motor*, September 26). The company had been called upon to show why their four-vehicle A licence should not be suspended or revoked because of a change in the normal user.

## Haulier Reassured on Normal User

OCCASIONAL journeys up to 10 per cent. outside his normal user would be quite in order, a Welsh haulier was told by the North Western Deputy Licensing Authority, Mr. J. R. Lindsay, on Tuesday. Mr. W. W. Jones, Bettws, Montgomeryshire, had protested that the proposed curtailment of his normal user would tie him down and leave him little room in which to work.

Mr. Jones, trading as S. R. Jones and Sons, was applying to take over a one-vehicle A licence following the death of his father. He sought a normal user of: "General goods and livestock, Great Britain, but chiefly Wales and Welsh border counties."

Mr. Emerys Jones, for the applicant, said he was asking to do exactly the same work as before—the original normal user had the words "as required" for both goods and places.

Questioned by Mr. G. H. P. Beames, for British Railways, the applicant agreed that 90 per cent. of the work done during the past two years was livestock and feeding stuffs in Wales and Cheshire. But he added that so many farmers were getting C licences that he would soon have to seek traffic elsewhere. There were occasional loads all over the country.

After evidence that the applicant would be required to carry a large quantity of basic slag from Northants and Lincolnshire in the spring, Mr. Beames submitted that this work was in the future and should not be considered.

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### FORTHCOMING EVENTS

October 2-12.—Paris Show.  
October 13-15.—Road Haulage Association Annual Conference, Torquay.  
October 21-24.—Dairy Show, Olympia, London.  
November 3.—Institute of Road Transport Engineers' Annual Dinner and Dance, Piccadilly Hotel, London, W.1.  
November 5-16.—Turin Show.  
November 10-15.—Public Works Exhibition, Olympia, London.  
November 13.—Public Transport Association Annual Dinner, Connaught Rooms, London, W.C.2.  
1959  
February 5-14.—Amsterdam Show.  
March 20.—Institute of Transport Annual Dinner, Dorchester Hotel, London, W.1.  
May 12-14.—Public Transport Association Conference, Folkestone.  
May 24-30.—International Union of Public Transport Congress, Paris.  
June 16-25.—Institute of Transport Visit to Copenhagen.  
September 21-25.—Municipal Passenger Transport Association Conference, Edinburgh.

## Van's Shape Blamed for Accident

THE shape of an Austin A40 van was blamed at Reading, on Monday, for an accident involving a cyclist. The van driver, Frank Catt, Amity Road, Reading, denied interrupting the free passage of the highway by knocking down a cyclist when he opened his off-side door.

He said the slight bulge in the van's side obstructed his view and the driving mirror was not long enough to help him. He opened the door carefully and did not see the cyclist.

The magistrates accepted his explanation and found him not guilty.

Mr. Lindsay said he could not deal with "ifs." The normal user appeared to be livestock, agricultural products and requisites in Wales and Cheshire. The applicant would still be covered for other occasional journeys, and if there were any major change the Licensing Authority would give an application sympathetic consideration.

Mr. Jones accepted the amendment and the application was granted.

### HAULIER'S APPEAL OPENS

AN appeal by Basil Henry King, Kempston, Beds, against a decision by the Eastern Licensing Authority, was opened before the Transport Tribunal in London on Tuesday. Respondents were the British Transport Commission.

When there appeared to be some discrepancy about the dates on which Mr. King began operating two A-licence vehicles after surrendering five contract-A licences, the president, Mr. Hubert Hull, adjourned the hearing until Wednesday.

### CO-OP JOIN T.R.T.A. CAMPAIGN

THE campaign by the Traders' Road Transport Association, under the slogan "Kerb Space is Precious," is to be supported by the Co-operative Union. This means that all Co-operative stores in London will take part.

The aim of the campaign is to make a positive contribution towards easing the traffic problem in the Metropolitan area.

## Bedford Six-wheeler Introduced

THE Primrose third-axle conversion produced by T.G.B. Motors, Ltd., Clitheroe, Lancs, has been applied to a Bedford 7-ton chassis. The resultant six-wheeler is to be tested by Vauxhall Motors, Ltd., and the suppliers of the conversion hope that it will be approved by the chassis manufacturers. It has already been accepted by Guy as standard equipment for the new Warrior light eight-wheeler.

The conversion unit, which consists of a solid axle suspended by two coil springs with a hydraulic compensation device between the driven and trailing axle, is suitable for any four-wheeled chassis. As fitted to the Bedford, care has been taken to ensure complete interchangeability between the hub, wheels and brakes of the two axles to simplify spare-part availability.

A standard Bedford axle with the centre removed and the two ends joined by a plain tube has been used for the prototype, but later models will have a specially produced one-piece axle.

### LATEST IN SERVICE DEPOTS AT BOURNEMOUTH

EXTENSIVE modern premises for F. English, Ltd., Ford distributors, in Poole Road, Bournemouth, were officially opened on Tuesday by Mr. J. M. A. Smith, assistant managing director of the Ford Motor Co., Ltd. They are built on a site covering 132,750 sq. ft. and, apart from showrooms, administrative offices and a filling station, include one of the most modern service departments in the country.

The maintenance shop provides headroom of 15 ft. 6 in. In the washing bay a new type of overhead unit has been installed.

The Shelllubrication bay contains four 3½-ton lifts. The lubrication equipment, with two batteries of seven self-reeling hoses, is mounted overhead. Two of the seven hoses dispense grease, three lubricants, one gear oil and one air. Waste oil from sumps flows into disposal units and is used for heating the premises.

### HIGHER PAY SCALE AGREED FOR ENGINEERS

AN increase in wages of 4 per cent. for engineering workers came into force on Monday. It was negotiated last week by the leaders of the Engineering and Allied Employers' National Federation and the Confederation of Shipbuilding and Engineering Unions.

The basic wage for fitters is now £9 6s. 8d. a week and for labourers, £7 17s. 4d.

After the settlement had been reached, Sir Kenneth Hague, president of the employers' organization, said the extent—if at all—to which the increased costs could be passed on to customers was "very doubtful."

This award was followed last Friday by an increase of 5s. 6d. a week for women workers, raising their basic wage to £6 6s. 6d.



## Hit-or-Miss Methods No Longer Adequate in Transport

"TRANSPORT has operated successfully on a wealth of experience, intuition and inspired hunches, but the future may find these qualities inadequate unless supported by accurate and comprehensive information properly collated and analysed," Mr. G. F. Sinclair, a director of British Road Services, Ltd., said on Tuesday. "The use of electronic computers in the field of operational research will make it possible to obtain results much more quickly and accurately."

Mr. Sinclair was reading a paper, "Engineering in Transport," to the North-western Section of the Institute of Transport in Manchester.

Many aspects of transport lent themselves to scientific analysis through operational research, he said.

### Scope for Operational Research

In engineering, operational research could be used to solve such problems as planning the flow of work through a shop to minimize delays, the most economic use of vehicles and the most efficient maintenance schedules. In the traffic department it could aid the compilation of schedules, discover the best means for freight handling, and determine the possibility of using containers and pallets. In cost accounting, operational research could measure output as a percentage of input, which would be complementary to the assessment of profit and loss.

Transport was vitally interested in design and development and much depended on the approach to the subject. Design generally consisted of two stages—prototype design and design for production. It was in the first stage that the interests of transport operators and manufacturers met and where some overlapping of work could take place.

In some circumstances, there was much to be said for entering into development contracts between users and manufacturers. The user was able to provide the performance and the maker to arrange for the technical team for design, prototype production and development. By this means, a project could be developed to meet the transport operator's needs.

### "No Room for Complacency"

Dealing with maintenance, Mr. Sinclair suggested that there was no room for complacency if maintenance costs equalled about 15 per cent. of total working costs.

Mr. Sinclair regretted that Britain had not been as enthusiastic as America in designing and using mechanical aids to dismantling and reassembling units in vehicles. The Americans took as much pride in producing equipment as the engine designer had in an engine.

By using special tools to handle units, it was possible to do the work more quickly and safely. There should also be scope for makers of components to design them so that periods between inspection could be greatly lengthened. If units could be left without attention

for 12 months or more, maintenance costs would be much reduced.

In engineering in transport there had always been a conservative approach to incentive bonuses. They had, however, been applied to preventive and scheduled maintenance by some transport operators. In transport workshops, work study and output bonuses had proved to be economically justified.

Work-measurement techniques helped in assessing the time to be allowed for recurring elements of the work in the maintenance programme, but standard times covered only a part of maintenance operations. The unforeseen frequently occurred and approximations, in place of standard times, had to be accepted. Where there was a great deal of non-repetitive work a large administrative staff was necessary to operate a bonus scheme.

It might be that method study, together with incentive bonus schemes, would be introduced generally in planned maintenance to preserve relative earnings of staff and improve efficiency. Work study in maintenance would give direct benefits even if an incentive bonus were not included.

Pointing out the advantages of standardization, Mr. Sinclair said that before a departure from a standard was made, it might be advantageous to strike a balance sheet showing the additional revenue that would be earned, or other benefits gained, against the known increase in costs of maintenance, store-keeping, purchasing and accountancy.

### Standardized Stores

Standardization greatly simplified store-keeping. Stocks could be maintained at a minimum economic level, bulk buying was facilitated, capital tied up in stock was lowered, the rate of stock turnover was increased and the overall costs of purchasing and storing were reduced. Whereas the quantity of vehicle parts stocked depended on the measure of standardization of vehicles, generic stores—the general materials used in transport—depended on the standardization of such items as cleaning materials, lamps, brushes and hammers.

Because of the use of different nomenclature to describe the same item of generic stores, a single material could have half a dozen descriptions in the stock records and duplication occurred. Items could be accurately identified by coding and classification, which reduced the variety of articles stocked. It was from this stage that the standardization of generic stores became of value.

Although to achieve that object was difficult, the rewards were so high that the care, attention and patience needed were fully compensated. Once stores were coded and standardized and a punched-card system was used, it might be possible soon to employ electronic equipment to register issues and decide replenishments of stock.

## "First Case of its Kind" Adjourned

STATING that it was probably the first case of its kind to be heard in the country, Mr. R. Read, Longhope, Glos., applied to the Western Licensing Authority, last week, for the addition of five vehicles to his A licence. He offered to surrender five A-licence and two B-licence vehicles if the application were granted.

Mr. T. D. Corpe, for the applicant, said it was an unusual application based on the Transport Tribunal's ruling in the Knight appeal. The Tribunal had made it clear that if a haulier wanted to use his A-licence vehicles in a different way from the original normal user he could apply immediately for a new A licence.

Mr. Read was doing that. Originally an A licence was granted for five vehicles to carry "mainly glazed tiles, fireplaces and saw-mill goods within 250 miles." This followed the surrender of a contract-A licence with H. and G. Thynne, Ltd.

In March, Mr. Read applied for three additional vehicles and two trailers, and was granted two vehicles and a trailer. However, the British Transport Commission were successful in an appeal, and the Licensing Authority was instructed to grant a short-term licence, so that when it expired he could review the position with regard to traffic for the Sudbrook Paper Mill and H. and G. Thynne.

A Receiver had been appointed to H. and G. Thynne, but the business was about to be started again under the title of Hereford Tiles, Ltd. No evidence was being called to support the normal user of steel, pulp, timber and tiles, but letters were available.

After an adjournment, the Authority, Mr. S. W. Nelson, said it would not be wise for him to arrive at a decision without being fully aware of the position concerning Thynne's traffic. He would adjourn the case until the short-term licence expired on November 5.

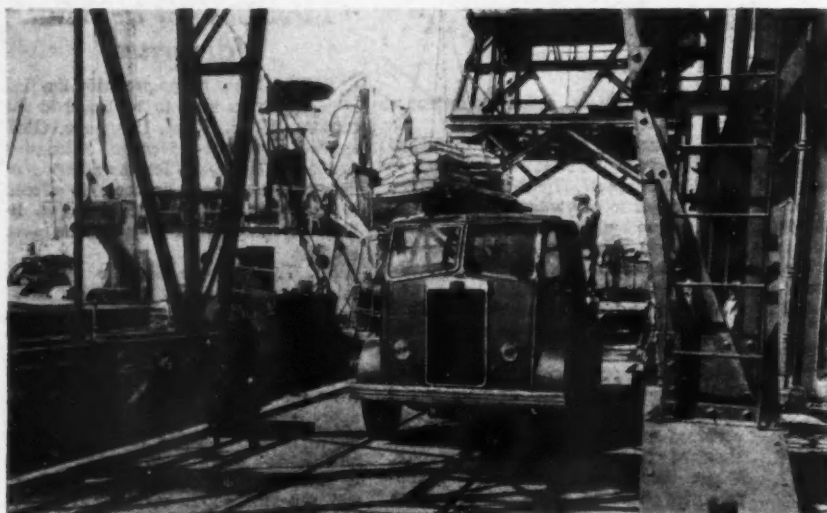
### SAFETY COMPETITION FOR P.O. DRIVERS

A NEW road safety competition for Post Office drivers was announced last week. Drivers of postal and engineering vehicles have been divided into groups, and each year the group with the best "mileage per blame-worthy accident" will be presented with a silver rose bowl. The first awards will be made this year, based on results for the 12 months ending October 31.

Five bowls will be allotted to the postal drivers and four to drivers of engineering vehicles.

### PURCHASE TAX INDEFENSIBLE

THE greatest assistance to the commercial-vehicle industry would be the removal of purchase tax from goods-vehicle chassis, Mr. W. G. Allen, chairman of Atkinson Lorries (Holdings), Ltd., said last week. The payment of purchase tax of nearly £1,000 on an essential eight-wheeler costing up to £5,000 was indefensible, he added.



*One of the company's Seddon lorries enters the busy dockland area to take aboard a load of cement from a cargo vessel.*

goods. Commodities stored for manufacturers, wholesalers and their agents include provisions, confectionery, chemists' supplies, soft drinks and paints.

The premises, which include office accommodation, are centrally heated and, in this connection, a change is shortly to be made from gas to fuel oil, a more economical proposition. In addition to Mr. Main's office staff of an assistant manager and six girls, there is a depot superintendent, five fore-

**T**HE increasing use of road haulage by the Tyne-Tees Steam Shipping Co., Ltd., Newcastle upon Tyne, has been an interesting transport development in the north-east since the war. Besides using road vehicles for ancillary purposes connected with their shipping interests, they have extended into new and specialized fields, including bulk liquid work.

Twelve years ago the Tyne-Tees organization took over a well-known north-eastern haulage company, John Forman, Ltd. This concern dated back to 1922, when it was begun by Mr. John Forman. In 1926, Mr. Forman set the pattern for future development when he secured a contract with the London and Newcastle Tea Co., Ltd., for deliveries to their grocery shops. By 1930, parcels deliveries had been started—a service which now covers Northumberland, Durham and North Yorkshire.

In 1934, with six vehicles working for the tea company and four on parcels, Forman's acquired a depot at Back Rosebery Crescent, Newcastle, where they were based when Tyne-Tees took over in 1946.

Under the management of Mr. S. A. Main, the six A-licence vehicles operating for the tea company were then transferred to the parcels service, and deliveries to about 100 grocery stores were made instead by contract A-licence vans. Since the take-over, the depot at Back Rosebery Crescent has been enlarged twice—an extension of 622 sq. yds. in 1950 and 2,348 sq. yds. in 1956.

By raising the extensions several feet above floor level, additional loading platforms were provided so that each district could have its own bay. There are now ground floor storage facilities for several hundred tons of merchandise, and cages are provided for pilferable

*Operated in the customer's livery, this is one of several articulated Scammells doing important tanker work. For maximum payload, the tank on this eight-wheeler is divided into five compartments.*

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## ROAD AND SEA FOR EFFICIENT

*Shipping Company Have Successfully Extended Their Road Transport Interests to Take In Several Specialized Fields, Including Bulk Liquid Work*

men and five benchmen, together with the maintenance staff. There is no night-work, but two watchmen are employed for security.

A large proportion of the fleet is based at Newcastle, including the 15 parcels vehicles, which are of Bedford, Seddon and Commer make, with carrying capacities of from three to seven tons. These are all covered tilt-wagons, which give greater flexibility than vans, as they can be converted into "flats" in emergency and are less susceptible



to damage. The canvas hoods for these vehicles are produced by the shipping company's sail-maker.

The demand for the parcels service is such that all the vehicles are working to capacity. Three vehicles are allocated to Newcastle, where collections are made twice daily. Other regular runs include South Shields and Sunderland; Middlesbrough and Stockton; West Hartlepool and Redcar; the north-east coast up to Alnwick and Berwick; Cossett, Hexham and district; and Tow Law, Crook and Darlington. J. M. Ridley, Ltd., Allendale, assist with deliveries in North West Northumberland.

Ninety per cent. of the towns and villages served get twice-weekly deliveries, and even during the midsummer slack period regular operation continues. The vehicles each average 60 calls a day, of which about 80 per cent. are to shops. The same vehicles and drivers are kept to each run as far as possible and a van-boy accompanies each vehicle.

A new feature is a regular service to Carlisle and West Cumberland, an area not served by any other private

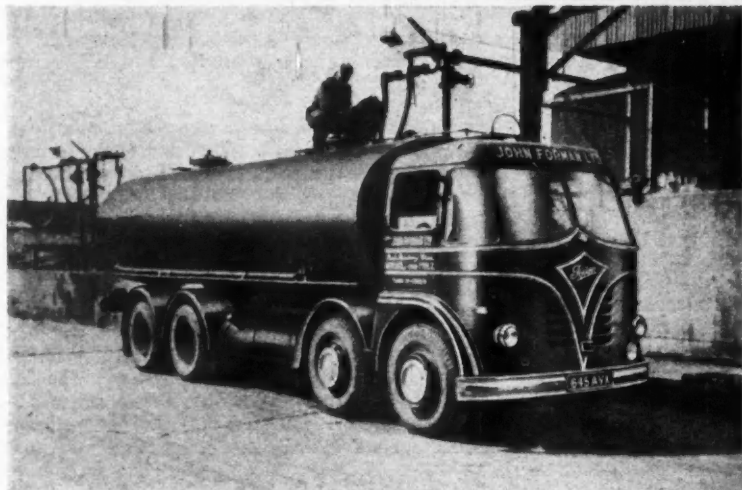
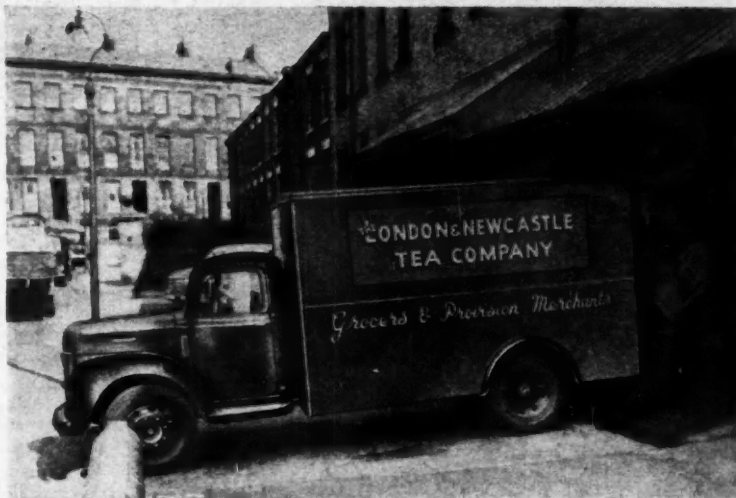
ham. London traffic is conveyed by British Railways' container service. There is no inter-working with British Road Services, although their vehicles take goods into store with Forman's.

An important feature of Forman's work is their link with the parent company's shipping services. Eleven platform vehicles, including Bedfords, Seddons, Leylands and Commers of six to eight tons carrying capacity, are based at Newcastle, and six or seven of these are constantly carrying goods to and from Tyne-Tees vessels, which are engaged in coastal and Continental trade.

Tyne-Tees own 13 ships and run regular services from Newcastle and Sunderland to Dutch, German, Belgian and French ports, also to London docks. Berths are owned

## COMBINE WORKING

By  
G. Duncan Jewell



(Above) One of the fleet of vans operated for the London and Newcastle Tea Co., Ltd. This Commer is seen taking on a load of tea in Newcastle, where it is based. (Left) Pictured at Sunderland, this Foden is loading fuel at the plant of the Esso Petroleum Co., Ltd.

hauler from Newcastle. This operates either once or twice weekly according to the demand, and is again mainly to shops.

By co-operation with the Atlas Express Co., Ltd., and British Railways, parcels are accepted for delivery all over the area covered by the service. There is no direct parcels service between Newcastle and Glasgow, so traffic from Glasgow is carried by Atlas Express to Manchester, where it links up with British Railways' container service for Newcastle.

Road links with Atlas Express cover traffic from Wakefield, West Yorkshire, Nottingham, Leicester and Birming-

ham or leased at the originating ports together with warehouse accommodation, which at Newcastle and Gateshead alone amounts to 112,000 sq. ft.

The parent company themselves own six A-licensed platform vehicles in addition to the Forman fleet, and these are based at Middlesbrough. Their work is mainly general goods, but large quantities of paint and glass are handled for export.

The most significant development since the acquisition of Forman's is undoubtedly their entry into the bulk haulage field. On denationalization, when the board decided the time was ripe for this project, 17 ex-B.R.S. tankers were acquired. Shortly afterwards, Forman's obtained a contract with Shell-Mex and B.P., Ltd., for the carriage of fuel oil from Teesport and Dingle (Liverpool). Other work obtained was the delivery of spirits and fuel oils in Northumberland and Durham on contract for the Esso Petroleum Co., Ltd. A considerable amount of spot hire is also done for the leading oil companies.

Substantial carryings of chemicals, particularly in the Hull area, led to the building of a modern depot there, devoted to tanker operation. Of the company's fleet of





*Hundreds of tons of provisions are dealt with at the Newcastle warehouse of John Forman, Ltd. Bedfords form a large part of their fleet for this traffic, and one of them is seen here being loaded. Tilt wagons have been found to give greater flexibility than ordinary vans, as they can be turned into "flats" in an emergency.*

28 tankers, 17 are now based at Hull under the management of Mr. A. Marshall, who was previously with Pickfords and has had many years experience of tank haulage. The Hull fleet includes 16 8-wheelers, seven of them articulated Scammells.

The chemicals carried include solvents, acids and alcohols, used for a variety of purposes in the industries connected with plastics, paints and veneers, cosmetics, soaps, perfumery and foodstuffs. Loads are carried between 30 and 300 miles from Hull.

An indication of the growth of the chemical and ancillary trades in this area during the last decade is the fact that Forman's Hull-based vehicles are moving about 25,000 tons, or more than 6m. gal. of these liquids each year.

Other commodities carried in bulk include liquid glue, mineral, vegetable and fish oils. The vehicles, some of which are equipped with stainless steel tanks, are powered for loading and off-loading by means of coupling the suction and discharge pumps to the power take-off. An assortment of couplings, adaptors and reducers, which will connect hoses or reduce them to the bore of the customers' reception tanks, is standard equipment for each vehicle, together with hoses made specially for the type of liquid carried.

#### Customers' Livery

The Hull depot, including a modern workshop, office, stores, and canteen accommodation for the driving staff, is situated in Haller Street, near the main user industries. Tank haulage work in Northumberland, Durham and Yorkshire is undertaken for many leading companies besides the petroleum companies and oil blenders. Notable among these are the Distillers Co., Ltd., Imperial Chemical Industries, Ltd., British Oxygen Chemicals, Ltd., and British Paints, Ltd. In some cases tank vehicles are run in the customers' livery.

Tank cleanliness is a vital factor in this trade, and to prevent contamination of cargo, steaming and washing plants are installed at both the Hull and Newcastle depots. An additional safeguard is the use of compressors on many vehicles for the discharge of cargo. Blowing the commodity out of the tank by air pressure avoids the necessity of passing it through a pump which might contain traces of the previous load.

The tanker fleet is not standardized, because Forman's are chary of putting all their eggs into one basket. It consists of nine Scammells, nine Fodens, seven Leylands, two A.E.C.s and one Bedford. The management consider that all the leading makes have their good points, but believe

that articulation has special advantages, particularly since the recent introduction of automatic coupling gear which will enable units to be employed more readily with different trailers.

Mr. G. M. Lilly, the director in charge of the tanker side of the business, views with concern some of the methods adopted by various haulage companies to enter the bulk liquid field. He maintains that some of them have used doubtful stratagems to circumvent the intentions of the Disposal Act. The multiplication of hauliers active in this field has led to greatly intensified competition during the last year or two.

Whilst competition is in itself healthy, he believes a tendency to depress rates below the economic level can in the long run have an extremely damaging effect on the industry. Forman's, at any rate, are well placed to combat competition. Through inter-working arrangements with their associated companies in London and Liverpool, subcontracting and return loads are assured.

#### More Expansion

Other units of the Forman tanker fleet are based at Middlesbrough and Newcastle. This side of the business is also expanding, and the latest addition to their A-licensed fleet, granted early this year, is a £10,000 Scammell articulated outfit, fitted with stainless steel tanks and lagged and coiled for high-grade chemical traffic. The annual carrying of the whole Forman bulk liquid fleet is now about 40,000,000 gallons.

The company's maintenance policy is elastic because of the varying mileages worked by different vehicles, and there are no set periods for overhaul, other than major overhauls for tankers after six years or 300,000 miles. The fleet of smaller vehicles is now 90 per cent. oil-engined, and by replacement of engines at 200,000 miles it has been found possible to operate the vehicles economically for long periods.

Apart from the modern facilities at Hull, day-to-day maintenance is carried out at Back Rosebery Crescent, and there are cleansing and modern workshop facilities at Tyne-Tees' own workshops at Newcastle.

Although Mr. Lilly feels that it is not easy to forecast the future, the company are alive to the implications of European Free Trade and, in the event of its coming to fruition, they visualize increased work for their ships, together with direct bulk liquid deliveries to and from the Continent.

Despite the threat of renationalization, they realize it is impossible to stand still, and their business will continue to be developed.

**T**HERE have recently been two rather disturbing examples of a serious divergence in two separate corners of the law between England and Scotland. It is, of course, well known even to most laymen that Scotland has its own legal system, and that as a result, as its origins are not the same as the Common Law of England, there are many matters—such as the law of property—where things are quite different north of the Border.

On the other hand, the majority of modern Acts of Parliament involving the creation of offences—such as the laws relating to road traffic or shops—apply equally to both countries. And in other matters, such as the recovery of damages for negligence, if the procedural details are slightly different, there is a natural tendency not to drift apart on matters of principle, more especially as the ultimate appellate tribunal—the House of Lords—is the same for both countries.

Different interpretations of the law are obviously undesirable in such a small island as this, where commercial interests and employment contracts know no "border" limits. Two recent examples of different interpretations of the same principles of law—one at least of which involves a most important matter of principle—are noteworthy.

The first—though not in point of time—was disclosed in the course of the judgments in the Divisional Court case of *Stone v. Boreham* (*The Commercial Motor*, July 11). That was an appeal by the prosecutor from the dismissal by the magistrates of a summons against the owner of a mobile shop for selling food on a Sunday, contrary to Section 47 of the Shops Act, 1950. By Section 58 of the Act, this prohibition was extended "to any place where any retail trade or business is carried on as if that place were a shop."

The Court—in dismissing the appeal—held emphatically that a mobile shop was not a shop within the meaning of the Act, and in so doing followed an earlier decision of the same Court in 1938 that an ice-cream box-tricycle was not a "place" where retail trade was carried on. But in Scotland it was held in 1949 that a van from which ice cream was sold was such a "place," on the basis that even if the van could not be said to be a place the ground on which it stood was.

#### Intention of the Act

Such distinctions may well be fanciful to laymen, but no Act of Parliament, however carefully drawn, can cover every possible set of facts. The Scottish Court seems to have come down that side of the fence in its interpretation because it looked at the obvious intention behind the Act—to restrict Sunday trading from whatever premises or place it was carried on.

Lord Goddard, Lord Chief Justice, however, whilst agreeing that this was so and that such mobile shops ought to be within the Act, thought that the Act was not sufficiently explicit to achieve this end, and if Parliament wanted to enact this it must re-examine the position and make its intention clearer.

The second example of differing interpretations might have more serious consequences, concerning as it does the right of an employee to damages for injury suffered in the course of his employment. It has long been the law that an employer is responsible for providing suitable tools and equipment for his employees, and that if he negligently

### Embarrassing Divergencies Between English and Scottish Law on Mobile Shops and Employers' Liability for Injury

which the employees are required to drive or travel in.

What, however, is the position where the defect is a latent one which the employer could not have discovered by the exercise of reasonable care and skill in selection or subsequent inspection? Upon this question—as the law stands at present—the Court of Appeal and the Scottish Court of Session are diametrically opposed in their answers.

In *Donnelly v. Glasgow Corporation* (1953) the driver and conductor of a bus were injured as a result of a defect in the chassis. Their employers contended that the defect was one of design and was, therefore, the fault of the manufacturers from whom they had bought the bus. The

Scottish Court of Session held, however, that this defence was not open to the employers; the law laid a personal responsibility upon an employer to provide safe plant for his employees to work with, and he could not delegate this responsibility to his supplier—however reputable—and then blame the latter.

Accordingly, however hidden the defect in a vehicle or tool, and however difficult, or even impossible, it would be for the employer

to discover it by inspection, he will be liable if his employee is hurt through no fault of his own because of the defect.

That is the Scottish position—a harsh view, one might think, of an employer's duty. But it must not be forgotten that the employer will have his remedy against his supplier.

#### Scottish Decision Rejected

Now in *Davie v. New Merton Board Mills, Ltd.*—decided at the end of last year—the Court of Appeal by a majority rejected the persuasive (but not binding) force of the Scottish decision, and held that in such cases an employer is not so liable. There an employee was injured by a piece of metal flying off a drift that he was using in his work and which his employers had bought from reputable suppliers some seven years previously.

These in turn had bought it from reputable manufacturers as one of a batch. The drift was defectively made in that it had an excessive hardness of steel which was not discoverable by reasonable examination by the employer or his supplier, although it ought to have been known to the manufacturers.

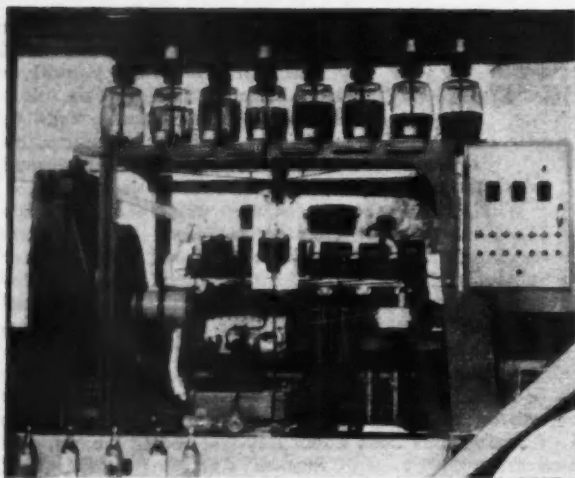
The trial judge had found the employers liable for the loss of the workman's eye—following the Scottish decision—and one of the three judges in the Court of Appeal thought he was right. The balance of judicial opinion therefore is in favour of the Scottish viewpoint, i.e., the Scottish judges and two of the four English judges who have so far heard *Davie's* case.

But, so long as the majority decision of the Court of Appeal stands, an employee will have different rights arising from such an injury in England and Scotland. If his employers carry on business on both sides of the Border he will no doubt bring his action in Scotland—wherever he was working at the time.

Leave was given to the workman to appeal to the House of Lords and if that appeal is prosecuted there should emerge a decision on the point both final and binding in both countries.

## When English and Scots Disagree

By Our Legal Adviser



By John F. Moon,  
A.M.I.R.T.E.

(Left) A Berliet M-type oil engine is shown in the demonstration park running on a wide variety of fuels, including cod-liver oil and brilliantine. It was set up to drive a large generator to show the engine to be working at full power. (Right) The new Berliet cab, as used on the GAK 5-ton chassis. For easy access the steps are ahead of the front wings. There is a large window area and the cab is luxuriously appointed. (Below) The two doors forming the radiator grille of the new Berliet cab give access to the steering and pedal gear, radiator, heating equipment and windscreen-washer reservoir bag. Paired headlights are recessed into the front bumper.



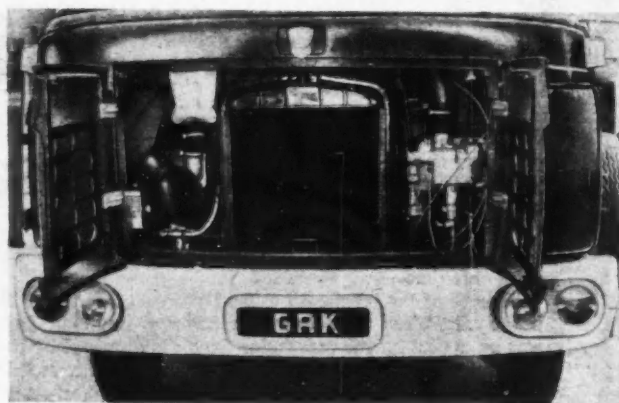
CROSS-COUNTRY vehicles provide the greatest interest at this year's Paris Salon de l'Automobile, which opened on Thursday of last week and closes next Sunday. Including demonstration-park exhibits, there are 46 4 x 4 chassis of varying types, and 22 six-wheel-drive machines.

Much of this interest by manufacturers in multi-wheel-drive designs has obviously stemmed from the need for such vehicles in the Sahara, where there are several oil companies engaged in large-scale operations. This has led even to the evolution of a twin-engined four-wheel-drive version of the Citroën 2 c.v. car.

Other than the increasing trend in the production of all-wheel-drive machines, there are few outstanding novelties at this year's Salon. Consolidation appears to be the theme, and a general shortage of money is tending to affect sales of heavy-vehicle manufacturers who rely mainly on the home market.

Vehicle production has nevertheless increased during the past 12 months, the extra output having been exported. Berliet remain superior in terms of production figures among the heavy-vehicle manufacturers, their annual output now being in the region of 13,000 vehicles.

British exhibits are slightly more numerous than usual. At the Parc des Expositions there are a Ford-A.W.D.



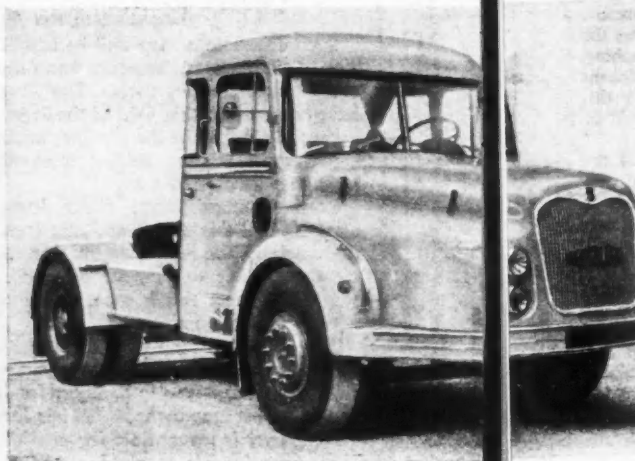
## Multi-wheel Drive to the Fore

(Below) This Berliet 4 x 4 carries an LMV Turbojet snow plough at the front and Sturtevant suction equipment at the rear. The machine is for use on aerodromes. The equipment is driven by a 300 b.h.p. oil engine carried above the rear axle.



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(Below) The Bernard 35-ton tractor is available with a Daimler 200 b.h.p. V-8 air-cooled oil engine as an alternative to the Bernard 150 b.h.p. unit. The cab and front-end assembly was built by Pelpel to a Bernard design.



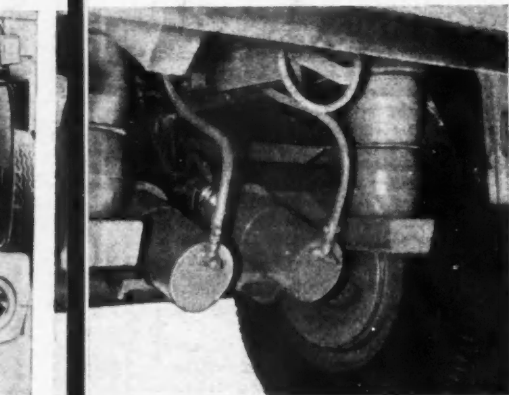




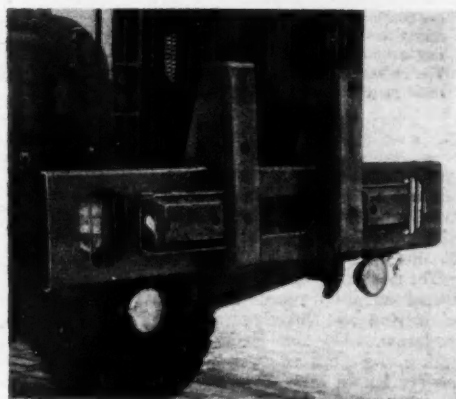
Thames Trader 70 4 x 4 with 6D oil engine and 12.00-20-in. (14-ply) tyres, and a Bedford oil-engined 5-tonner. Among the car exhibits at the Grand Palais are to be found an Austin Gipsy 4 x 4, a Commer Cob, a Karrier Gamecock, and a short-wheelbase Land-Rover.

It is usual to look to Berliet at the Paris Show for the main technical interest. Although they have not repeated the impact that their T.100 90-ton-gross six-wheeler made last year, they demand attention because of their adoption of the German M-type combustion system throughout their engine range, and by the introduction of two new goods chassis with an outstanding cab design.

The Salon forms a strong contrast to Earls Court, in that nowhere is air suspension to be found, except for the hydro-pneumatic suspension of the new Citroen ambulance based on the ID.19 car. One of the Berliet engineers told me that they have an air-sprung vehicle running experimentally, but are wisely refraining from offering it to the public until they are satisfied that they have arrived at the best application for this medium.

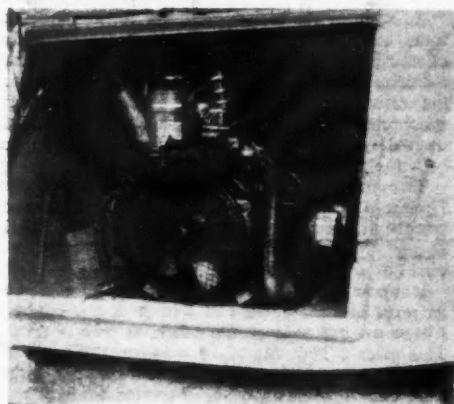


(Above) A Savim LRS 6x6 lorry with desert cab. The all-steel cab base is solidly mounted on the chassis frame, and the canvas hood is detachable. The headlamp stone guards are interesting. (Left) The trailing-arm suspension of this BAJ and Fond semi-trailer embodies Evidgom rubber springs mounted in pairs to give the required capacity. Location is by light intermediate arms. (Right) The front bumper assembly on this Willeme W8 DAT 6x6 tractor incorporates timber blocks which form rubbing members when pushing other vehicles, trailers or items of heavy equipment.



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(Above) The Citroen 2 c.v. 4x4 car has a second engine at the rear. This drives into a common gear-box and is used to give extra power when crossing soft surfaces or steep gradients. The rear engine is interchangeable with that at the front.

**Forty-six 4 x 4 and 22 6 x 6 Models at Paris Show: Economic Stringency Cuts Home Sales of Heavies: Improvements in Cab Design Evident**

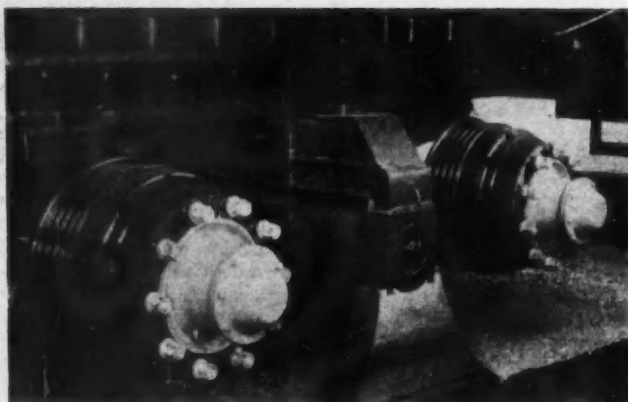
Suspension novelties are, however, to be found among the trailer exhibits. Trailers are invariably chosen as the guinea-pigs in most countries when it comes to trying out a new form of suspension, because a non-driven, non-steered axle is the easiest type to which to apply new ideas.

The use of turbocharged oil engines is gaining popularity, particularly on oilfield vehicles, and some makers are now turning their attention to developing new transmission layouts to simplify the work of the driver. Notable among them are Unic.

Berliet M engines represent an important French advance. The makers are showing a complete series of oil engines, ranging from a twin-cylindered 45 b.h.p. unit to a turbo-charged 700 b.h.p. V-12. In the demonstration park they have a large six-cylindered engine installed on a mobile generator semi-trailer unit, and this is shown running on nine different types of liquid, including paraffin, petrol, oil fuel, mineral oil, vegetable oil, crude oil, cod-liver oil, brilliantine and a mixture of any of these. I was told, furthermore, that with typical French joie de vivre the engine was even run for publicity purposes some few days ago on champagne. Not only does the Berliet M engine operate on these "fuels," but it can also be started on them.

Claims made for the Berliet M engine are that size for size it gives a 20-per-cent. improvement in fuel economy, 20 per cent. greater power, better torque characteristics, quiet running and quick warming-up from cold.

The two new Berliet chassis are the GAK 5-ton four-wheeler, which has a 100 b.h.p. M engine, four-speed synchromesh gearbox and air brakes, and the GPRK 16-ton six-wheeler, with a 180 b.h.p. M engine, ZF eight-speed



(Above) The Coder Caouflex rubber suspension system has progressive characteristics. The rubber blocks are carried between the trailer frame and a forward-pivoted T-arm, which has a walking beam pivoted to it. The rubber springs are brought into play progressively as the load increases.

synchromesh gearbox, power steering and air brakes. The GAK is rated for a gross weight of 9 tons, whilst the GPRK weight rating is 26 tons with trailer.

The new cab is all steel, with the accent on good appearance, ease of driving and luxurious accommodation. On the GPRK, the back of the cab is extended by about 16 in. to enclose the larger engine, but in other respects the cab is common to the two models.

A full-width one-piece curved windscreen is employed. The radiator grille has two panels, which are hinged at their outer sides; with the grille open, access is given to the steering gear, pedals, radiator, heater equipment and windscreen-washer reservoir. Below this grille there is a deep bumper into which are recessed paired headlamps.

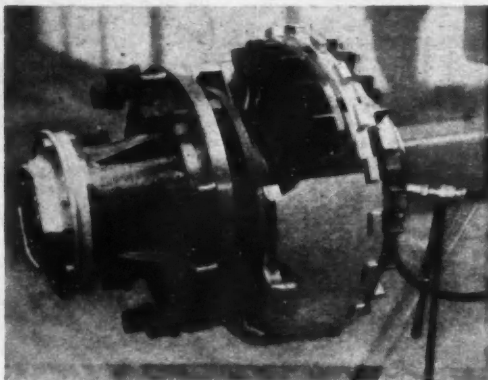
Steps to the cab are ahead of the front wings and the doors open over a wide arc. The driving seat is fully adjustable and carried on a hydraulically sprung pedestal, and the gear lever is on the dash assembly to keep the floor line clear. Pendant clutch and brake pedals are employed, and the instruments, which are grouped ahead of the steering column, include speedometer, tachometer and clock, in addition to the normal temperature and pressure gauges.

Fittings include acoustic-board roof lining, twin door-actuated interior lights, arm rests on the doors, cigarette lighter, radio and Philishave electric shaver. All in all, this cab is surely the most modern forward-control design produced in France.

In terms of appointments, however, it is rivalled by the Unic Galibier normal-control cab, which, in addition to having all the fittings of the Berliet design, goes so far as to include an ice box behind the seat for the driver to store bottles of wine and so forth on long journeys. The Galibier cab is naturally more spacious than that of the Berliet, because none of the engine obtrudes into it, and this has made it possible to incorporate a wide two-passenger seat which can be folded back to form a sleeping berth.

The Galibier chassis is the heaviest in the Unic range. It is powered by a 180 b.h.p. turbocharged oil engine and has a new eight-speed gearbox. The Galibier is a four-wheeler rated for 19 tons solo or 35 tons gross with trailer. Turbocharged engines are also available in the Alpes series of chassis, the largest of which, the Izoard, has the same weight rating as the Galibier.

The new Unic transmission is known as the Unifluid. It consists essentially of a 3 to 1 torque converter interposed



(Above) Helper springs are fitted at the front axle of this Willem RD 615 DC 6 x 4 load carrier. The main springs are free to slide at each end; axle location is by rubber-bushed radius arms. (Left) This disc-brake unit has been developed by Titan for use on trailers. It is hydraulically actuated and the friction disc is keyed to the hub drum. The presser plates do not rotate, but slide axially when the brake is applied.

between the engine and conventional friction clutch. Behind the clutch there is a four-speed synchromesh gearbox and the clutch is engaged and disengaged by means of a small trigger on the gear lever.

Addition of the torque converter to the normal transmission train has the effect of giving better acceleration and hill-climbing ability without the complication of an auxiliary transmission, besides making the vehicle easier to drive because of the absence of a clutch pedal. An eight-speed version of the synchromesh gearbox used in the Unifluid application has also been developed, the two-speed auxiliary section being integral with the main box.

Two interesting innovations are found on the Bernard stand. The more novel of these is the Eléphant 4 close-coupled four-wheel-drive tractor. As shown, this vehicle is equipped with a Sinpar 30-ton winch, but it can be supplied with a bulldozer blade or a loading bucket.

It is powered by a Bernard 150 b.h.p. oil engine, and possibly its most unusual feature is that it is steered by locking the wheels on one side or the other, as with a tracked machine. This gives a high degree of manoeuvrability, as the Eléphant can turn completely round on its own axis, although if this were done excessively on hard ground the tyre wear would be alarming.

A conventional steering wheel is employed to control the steering brakes and the wheels of the exhibit are equipped with Dunlop 16.00-20-in. (24-ply) nylon tyres. The front axle is attached rigidly to the chassis frame, whilst the rear axle is again unsprung, but is pivoted centrally to the frame, the axle tubes sliding in trunnion blocks.

The Bernard engine used in the Eléphant is the most powerful made by this concern, but there is a demand among operators of 35-ton-gross articulated outfits for greater power. Consequently Bernard are now offering the Diesclair 200 b.h.p. air-cooled V.8 engine. This unit is installed in one of the exhibits, a T.200 35-ton normal-control tractor. This has a Bernard-designed cab and front end built by Pelpel, access to the engine being given by two centrally hinged bonnet panels.

The Saviem group, which comprises Latil, Renault and Somua,

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is exhibiting a wide variety of heavy vehicles and coaches in the exhibition hall and several different types of multi-wheel-drive machine in the demonstration park. The newest model is the J.L. 20, which is a four-wheeler rated for up to 35 tons gross train weight. The J.L. 20 is basically a Somua design and has a 108 b.h.p. oil engine, 10-speed synchromesh gearbox and double-reduction rear axle.

The Saviem range of passenger vehicles now includes forward-, rear- and underfloor-engined chassis varying from 32-seaters to 105-passenger city buses.

The two principal mass-producers—Citroën and Renault—have made little alterations or advances in their standard range. Citroën, however, are showing two 5-ton 4 x 4 vehicles in addition to the 4 x 4 2 c.v. car. The 2 c.v. design is interesting in that instead of using a larger engine than the 600 c.c. 14 b.h.p. horizontally opposed air-cooled twin normally fitted, they have installed a second unit at the rear of the car.

This drives into a transfer box at the back of the main gearbox and so provides the extra power necessary for four-wheel traction over difficult surfaces, particularly desert sand, besides giving the vehicle a gradient ability of about 1 in 2.5.

Citroën have introduced a new 86 b.h.p. six-cylindrical oil engine for 5-tonners, replacing the 76 b.h.p. unit formerly fitted. They have also produced ambulance and estate-car versions of the ID.19 private car, with the promise later of a 12-cwt. van. The sole Renault innovation is the adoption of the



(Above) The Bernard Eléphant 4 x 4 tractor steers by braking the wheels on one side. The front axle is solidly mounted and the rear axle centrally pivoted. Power is supplied by a 150 b.h.p. oil engine. (Left) This ambulance is based on the Citroën ID.19 car chassis. It has a single stretcher, with a seat alongside. The ambulance sells for about £1,150 and incorporates hydro-pneumatic suspension. (Below) Seat belts and nylon-webbed squabs are fitted in this 20-seat trans-desert bus based on a Berliet 6 x 6 chassis. The body is by Fauroux and Chaussende, and is fully dust-proofed and air-conditioned.



Perkins P4 (V) oil engine as optional equipment in their 2½-ton chassis, a move also made recently by Hotchkiss.

Peugeot have introduced a new oil engine and this, at 1.8 litres, is the smallest of its kind to have been built in France. It is exhibited at the Grand Palais in a 403 station wagon, but will eventually be offered in the ½-ton van based on a similar chassis. It is an indirect-injection four-cylindrical design with aluminium cylinder head, and its governed speed is high—4,000 r.p.m., at which 50 b.h.p. are developed. The maximum torque output is 86 lb.-ft.

An interesting Marmon-Herrington design is a forward-control 4 x 4 with coil-spring suspension at both axles. The axles are double-reduction units with spur gearing at their outer ends, which helps to raise the ground clearance, and each is located by three radius arms and a Panhard rod.

Certain trailer manufacturers are experimenting with types of suspension to give the fully progressive characteristics of an air spring without its complication. One of the most ingenious layouts is that exhibited by Coder, who have developed the Caouflex type of suspension for tandem axle trailers. Essentially this consists of walking beams carrying the wheels and pivoted to T-frames, which in turn are pivoted to the chassis frame at their forward ends. Between the top of the T-frames and the bottom of the chassis are two rows of large rubber buffers, and as the load increases these buffers are brought into effect progressively.

Titan have adopted semi-elliptic leaf springs to give a similar result. They also show a disc brake in which two presser plates, hydraulically operated, act on a friction-faced disc which is keyed to a type of brake drum. These presser plates are deeply finned to obtain good cooling.

B.A.J. and Fond, like Coder, have developed a rubber semi-trailer suspension system similar to that of a trailing-arm air-spring layout. The rubber buffers are carried at the rear of radius arms, with two Evidgom rubber springs to each arm.



The demonstration park contains exhibits unusual to British eyes, and the most startling of these is a huge snow plough cum vacuum cleaner based on a Berliet 4 x 4 chassis, which has been developed for aerodrome runways. There is also a 70-seat articulated bus with a Magirus-Deutz tractor, and a petrol tanker based on a Renault underfloor-engined chassis, the engine being directly beneath the forward end of the tank—a contrast with British safety regulations.

The most unusual passenger vehicle is in one of the halls. It is a 20-seat bus on a Berliet 6 x 6 chassis and is intended for use in the Sahara. The body is fully dust-proofed and the seats are equipped with safety belts; the body is mounted on the chassis frame by large rubber blocks, giving cushioned location longitudinally, laterally and vertically.



## York Produce Third-Axle Conversion

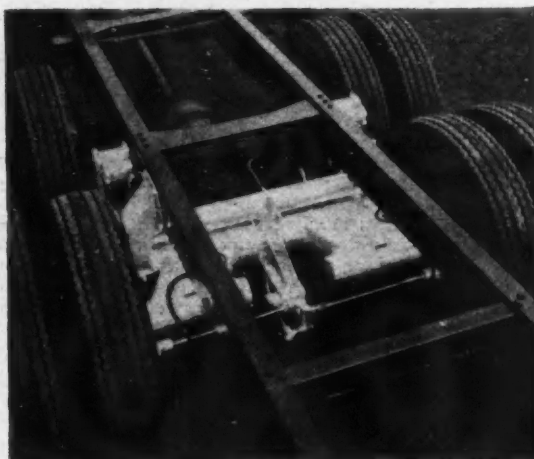
**H**AVING rapidly established themselves as semi-trailer manufacturers in this country, the York Trailer Co., Ltd., St. Marks Road, Corby, Northants, have now entered into the production of a third-axle conversion for rigid four-wheelers.

Unlike most other proprietary conversions of this type, which employ an additional solid axle with extra leaf or coil springs, the York design utilizes the original rear leaf springs of the four-wheeler to provide the suspension medium for two independently sprung stub axles, as well as supporting the driven unit. The rear pair of spring-hanger brackets is removed, and the shackles are reversed and connected to the forward ends of two robust, hollow-section distributor beams.

At their trailing ends the beams carry welded-in stub axles on which the rear pair of hubs and wheels is mounted. An additional tubular cross-member is introduced into the frame with a central bracket suspended below it. This bracket, combined with two others bolted to the outside of the chassis side members, carries a cross-tube on which the two distributor beams pivot.

Phosphor-bronze bushes are interposed between the moving parts, and are lubricated through grease nipples on the outer brackets. They are protected from the ingress of dirt by rolled-over flanges on the mounting brackets.

*Shown fitted to a Dodge forward-control 7-tonner, the York third-axle conversion employs distributor beams to carry the rear stub axles. The beams pivot on a cross-shaft and are connected to the rear of the original leaf springs through swinging shackles.*



The pivot point is approximately two-thirds of the way along each beam from its forward end. This gives a static weight distribution of 55 per cent. on the driving axle and 45 per cent. on the two stub axles.

A novel feature is the provision of an extra set of holes to enable the spring shackles at the forward end of the beam to be mounted farther back to vary weight distribution over the bogie. If this rearward mounting is used, weight distribution becomes 60 per cent. on the driven axle and 40 per cent. on the trailing unit. This alternative can be used when extra traction is required, as in tipping work.

The trailing axle may be braked

hydraulically or by direct air pressure. A second mechanical linkage is provided for the hand brake.

Three conversions have been carried out so far to Thames Trader and Dodge 7-ton chassis. Any vehicle, however, may be converted and the York equipment is offered in medium-weight and heavy-duty versions.

The medium-weight model has 15½-in.-diameter brake drums with 5-in.-wide facings, whilst the heavy-duty type has drums of the same diameter with 6-in.-wide facings and larger stub axles. The cost of the conversion, complete with wheels and tyres, is £480 for the lighter model and £536 for the heavy-duty version.

## Four-car Transporter on Rigid Chassis



*The Rubery Owen transporter is shown with a car in position for loading on to the lower deck. Four medium-sized cars can be carried on any chassis offering a legal body length of 26 ft.*

**D**ESIGNED, developed and manufactured by Rubery Owen and Co., Ltd., Darlaston, Staffs, in collaboration with the Burtonwood Engineering Co., Ltd., a new type of car transporter employs a hydraulic lift to raise vehicles to the upper and lower decks.

The prototype is based on an Austin forward-control chassis with a Boys third-axle conversion and chassis-frame extension to give a length of 26 ft. for the lower platform. Any chassis of similar length could, however, be used.

A tubular structure carries a fixed upper deck which incorporates two tracks for the car wheels to run on and a full-length walk-way on each side.

The novelty of the design lies in the means used to raise the vehicles to the loading decks. Two pillars at the rear of the vehicle contain twin hydraulic rams which operate downwards on chains connected to a sliding carriage running in a slot at the rear of each pillar. The carriage has a loading ramp attached to it which is raised or lowered by another pair of hydraulic rams. For loading, the ramp is lowered by a control on the near-side pillar, this action automatically

*(Continued on page 413)*

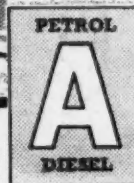


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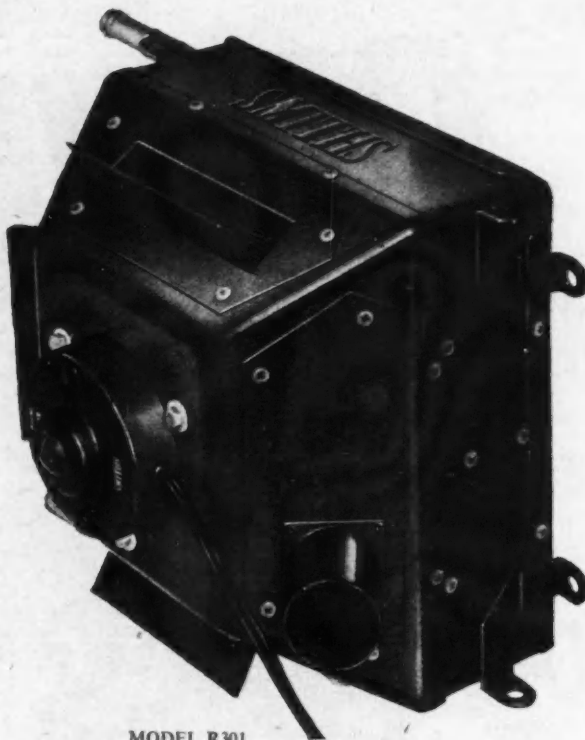
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# TRANSPORT VEHICLE CAB HEATER



MODEL R301

**AMPLE WARMTH — FROM WASTE ENGINE HEAT.** The Smiths Cab Heater delivers to the cab the equivalent of 3Kw. of waste heat taken from the engine cooling system. Two-speed switch giving extra control.

**EXCELLENT DEMISTING.** The heater provides a generous flow of warm air to the readily adjustable demister nozzle. The result is supremely efficient demisting and defrosting.

**PERFECT VENTILATION.** Used as a fresh-air heater, the Smiths Cab Heater provides a constant supply of fresh, warm air, keeps the driver both comfortable and alert.

**SMALL SIZE.** The heater fits handily into very small spaces: it is only  $8\frac{1}{8}$ " square x  $6\frac{1}{8}$ " deep.

**EASY INSTALLATION.** Full fitting instructions and a fitting kit complete to the last nut and bolt make installation a simple job. By sacrificing the advantages of ventilation, the heater can also be fitted as a recirculation heater, and installation is then simpler still.

**RETAIL PRICE : £12. 10. 0**

## SMITHS

TRANSPORT VEHICLE  
CAB HEATER

SMITHS MOTOR ACCESSORY DIVISION • SALES & SERVICE, 50 OXGATE LANE, LONDON, N.W.2



lowering two stabilizing jacks at the extreme rear of the vehicle.

The car to be loaded is driven on to the ramp and a foot switch is operated through the near-side car door to raise the lift to the level of the upper deck. As lifting begins, the ends of the ramps swing upwards automatically to chock the car into position.

Then the vehicle is driven forward on to the main deck and the ramp returned

to ground level by a hand control. One man can perform the complete operation and the manufacturers say that four cars can normally be loaded in 20 minutes.

As the second car on the lower deck protrudes from the rear of the vehicle, one set of tracks is removed from the loading ramp, which is then raised to the upright position and locked against the vertical pillars by turnbuckles. The stabilizing jacks retract automatically at

this point. Four hand-operated winches are provided to secure each car.

The transporter, which on the Austin chassis weighs 6 tons 1½ cwt. complete, has an overall length of 30 ft. and is 7 ft. 11 in. wide. Minimum width between the rear pillars is 7 ft. 0½ in., which is adequate for most British cars. The price of the equipment fitted to the chassis, complete with a suitable power take-off, is £1,500.

### **Bird's Eye** **View**

**T**WO leaders of the Dutch road haulage industry had a busy few days in England last week. They were Mr. H. W. König, president of Royal Netherlands Transport Enterprises (the Dutch equivalent of the Road Haulage Association) and Dr. C. A. S. Groenman, the secretary. They were on a reciprocal visit and were the guests of York Sub-area of the R.H.A., some of whose members went to Holland last May.

Mr. Jack Bailey, chairman of the sub-area, and Mr. J. H. Tait, sub-area secretary, met them and took them to the Commercial Motor Show, after which they went to York. There they were entertained by Capt. T. S. Riley, vice-chairman of the sub-area, and Maj. F. S. Eastwood, Yorkshire Licensing Authority, joined the party.

### **Sweet Sorrow**

**A**MONG visits arranged for them was one to Rowntrees and their transport associates, N.M.U. (1953), Ltd. Mr. William Bridge, of Flowers Transport, also put on a demonstration of pallet loading. After a farewell dinner last Friday they returned to Holland on Saturday.

It is hoped that as a result of the link established between hauliers in the York district and in Holland, it will be possible to operate a regular ferry service from York to Rotterdam.

### **Back in the News**

**M**R. HARRY MCGHEE, chairman and managing director of Northern Roadways, Ltd., and Travel Trips, Ltd., who created such a stir in long-distance coaching a few years ago, is in the news again. He has bought the pavilion, pump room and spa gardens at Strathpeffer Spa from Viscount Tarbat.

Strathpeffer is a popular coaching centre, and at Ben Wyvis

## **Return Visit**

Hotel, which Mr. McGhee opened in 1947, pressure has been so great that many coach companies have been refused accommodation for next year. A new company is to develop the pavilion, which will have a new lounge with attendants in Highland costume. This should impress the Americans.

### **As Good as a Rest?**

**T**HE idea of a van driver saving up for an Italian holiday hardly causes the eyebrow-raising that would once have occurred. But when it is Miss M. Robinson, one of the two women van drivers employed by Raleigh Industries, Ltd., at Nottingham, that's news, for Millie Robinson is a keen racing cyclist.

Early on September 23 she took a flight to Milan and, before dark on September 25, had put up a new world's unpaced hour record for women on the Vigorelli track, covering 24 miles 1,197 yd. in the time. Millie, who hails from the Isle of Man, spends all her spare time cycling and heads the women's section in the cycling Best All-rounder Competition.

### **From the Heart**

**T**HE stand of Smith's Delivery Vehicles, Ltd., at Earls Court was invaded by some destructive small boys. Miss D. F. Atkinson, the managing director's secretary, popped out of her cubicle to remonstrate with an urchin who was roughly handling a vehicle which, she explained, had been sold to a customer in Canada.

"If I had bought a vehicle, I wouldn't let you show it here," he said.

"Why not?" asked Miss Atkinson.

"What—and have fools like me smash it up!" he said.

## **Cellular Plastics Panels Cut Weight**

**F**RAMELESS construction of commercial-vehicle bodywork has been brought a step nearer by the plastics development work of Locomotors, Ltd., Birmingham, who are now producing polyurethane sandwich panels for doors.

The polyurethane cellular structure is 1-in. thick and is encased by a skin of 1-oz. matt glass-fibre. A variety of sections is being produced and the user is offered a choice of materials with different "sponginess" characteristics.

The panels depend upon bulk to provide rigidity, but afford a substantial saving in weight. Colour impregnation can be applied in the normal way.

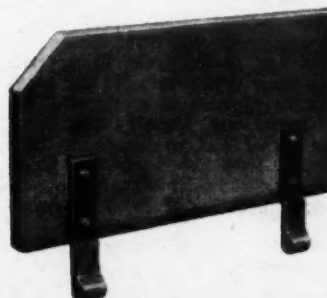
Polyurethane is available in sections and in liquid form, the liquid being employed for moulding curved sections. Brackets can readily be fitted to a panel with through bolts, the tightening of which slightly compresses the material.

An outstanding advantage of the material is its good insulation properties.

Its K factor compares with that of polystyrene.

Clifford Welch, editor of our associated journal, *Plastics*, writes: Sandwich construction has been brought much closer to reality by the introduction of polyurethane core materials, which are capable of close control during the foaming process. In situ foaming between sheets of curved or flat polyester-glass laminate gives extremely high bond strength between the skins of the polyurethane core.

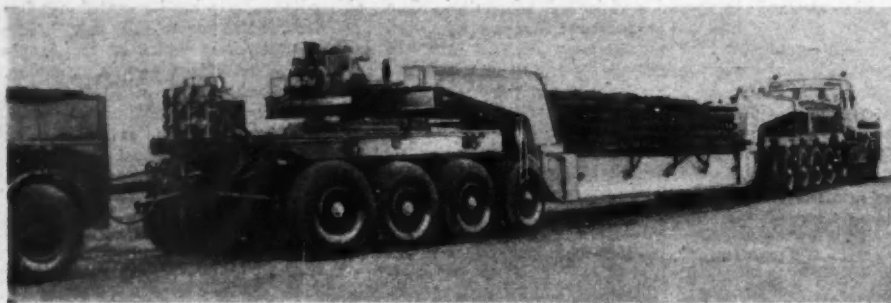
For integral construction of vehicles when insulation is required, these materials may play a leading part. The only possible drawback in the matter of strength may be that unit construction would be necessary. Where sandwich components were joined together, bond strength at these junctions might not reach the level achieved by in situ foaming. Probably design could take charge of this point.



*A polyurethane sandwich panel produced by Locomotors, Ltd.*

A promising development is the work carried out by Bakelite, Ltd., who are using phenolic foam in place of polyurethane. Phenolic resins would be substantially cheaper, with a high insulation value and a comparable strength value to polyurethane.

Finally, the ability to carry out in situ foaming in complex curvatures may offer economic advantages.



The first Crane 100-ton trailer for the Kariba project is seen undergoing tests in this country before shipment to Africa. A bogie for the second unit was shown on the Crane stand at Earls Court.

## 100-ton Trailer for Kariba Project

CONSTRUCTION of the Kariba hydro-electric project on the Zambesi River, in the Federation of Rhodesia and Nyasaland, has necessitated the movement by road and rail of large quantities of heavy equipment into a previously undeveloped area. Shortly, the heavier items of plant will have to be transported from the port of Beira to the construction site.

The largest loads will consist of 10 transformers weighing 92 tons each. These will be transported by rail on specially built wagons of British manufacture from Beira to Lion's Den, the nearest railhead to the Kariba construction site. There they will be off-loaded on to a special low-loading trailer for the 150-mile journey to the site. On the journey from the railhead to Kariba the trailer will negotiate a drop of nearly 3,000 ft.

In addition to the lifts to the Kariba site itself, there will be a further 24 loads, comprising transformers ranging from 92-98 tons and reactors weighing 33 tons, to be transported from the nearest railheads to the receiving substations at Kitwe, Lusaka, Salisbury, Norton, Sherwood and Bulawayo.

### Contract for Big Loads

The Federal Power Board, who are responsible for the scheme, have awarded a contract to Thorntons Transportation (Rhodesia) (Pvt.), Ltd., for the conveyance of all loads in excess of 12 tons. Thorntons are already operating 12 low-loading and straight-frame trailers ranging from 20-60-ton capacity, all built by the Trailer Manufacturing Co., Ltd., to a design of Cranes (Dereham), Ltd.

For the loads in excess of 60 tons, Thorntons have purchased a trailer from the Trailer Manufacturing Co., and this has been manufactured by Cranes. It will be pulled and pushed by two Scammell Constructor tractors.

The road traffic authorities of the Federation have stipulated that the maximum wheel loading shall not exceed 9,500 lb. per tyre for abnormal loads for the Kariba traffic and this has necessitated the development of a special trailer to meet this requirement. The normal permissible axle loading is 14,000 lb. per axle.

Used as the basis for the design was

the Crane 100-ton low-loading machinery trailer with hydraulic suspension. Two 16-wheeled bogies support a loading deck with detachable goosenecks at each end to give a clear loading well 28 ft. 3 in. long. The length of the complete outfit is 73 ft. 3 in., excluding the drawbar. Both bogies are identical.

Weight has been greatly reduced. Extensive use of Fortiweld high-tensile steel plate, combined with careful design, has achieved a figure of 33 tons, allowing 100 tons to be carried without exceeding the permissible tyre loading. The tyres fitted are Dunlop nylon 13.00-20-in. (16-ply) mounted on 8.37 by 20-in. central-nave wheels.

Following normal Crane practice the wheels are mounted on centrally pivoted axles in pairs. All wheels are steerable and each bogie may be turned at 90° to the underframe. The leading bogie is steered by a linkage connected to the drawbar and both bogies are provided with independent steering by hydraulic pressure controlled from the operating platform on the bogie itself.

Each pair of wheels is attached to a hydraulic suspension unit. During normal running the cylinders of these units are interconnected so as to transfer fluid freely from one to another to allow articulation of the axles. Design of the transfer piping ensures that stability is retained when running over rough surfaces by limiting movement of fluid from the cylinders on one side of the bogie to those opposite.

Apart from providing a suspension medium for the axles in normal running, the suspension is of even greater importance in the specialized operation of the trailer. Although for travel on good surfaces the setting of the hydraulic cylinders at their mid-stroke position provides a ground clearance of 12 in. under the main frame of the unit, the loading deck can be bodily lowered to within 6 in. of the ground for loading and unloading, or raised to give 15 in. ground clearance for traversing obstacles.

### Extra Clearance

If exceptional clearance is required, a further 8-in. lift may be obtained by operating mechanical screw jacks incorporated in the bolsters at each end of the goosenecks.

The maximum working pressure of the hydraulic system is 1,250 p.s.i. Only 800 p.s.i. is used for the suspension apparatus, whilst full pressure is employed for the steering mechanism. Electrical power to drive the hydraulic pumps is provided by a 5-kW. A.C. generator driven by a Petters twin-cylindered air-cooled oil engine. One such independent unit is mounted on each bogie to reduce the risk of breakdowns.

An additional identical trailer is being supplied to Thorntons Transportation, Ltd., Johannesburg, the holding company of Thorntons Transportation Rhodesia (Pvt.), Ltd., for use in the Union and to be available for the Kariba project.

## 100-passenger Buses for Ceylon

SINGLE-DECK buses capable of carrying 100 passengers are to be introduced shortly in Ceylon. The oil-engined Skoda chassis were imported from Czechoslovakia and bodies have been built by the Ceylon Transport Board. The buses are 35 ft. long, compared with the standard double-deckers now in operation, which carry 72 passengers.

Six Skodas are to be put into operation. These would normally cost £37,800, but the Transport Board have saved £10,800 by fitting their own bodies.

Mercedes-Benz are supplying Ceylon

with 266 buses to carry 48 passengers each, 166 of them in chassis form. About 130 of these chassis have now arrived, and the Board hope to have the whole Mercedes fleet on the road within the next three months. Total cost of this order was £836,600.

Since Ceylon's buses were nationalized last January, 982 buses have been imported, of which 550 have been fitted with bodies by the Board's staff of 214 bodybuilders.

Twenty-four two-wheeled baggage trailers are to be bought for use on long-distance services.



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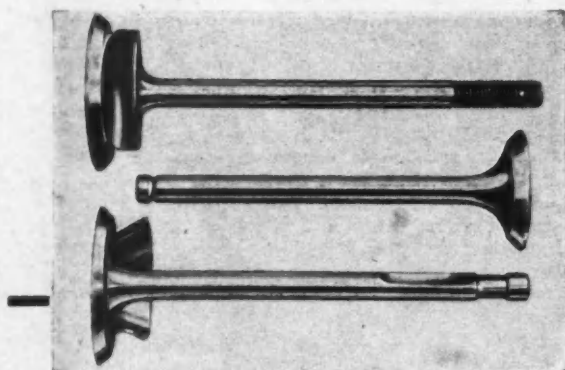


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**Political Commentary****By JANUS**

# No Thought for Tomorrow

**E**XCEPT those on contract work, which promises an assured minimum revenue, most road transport operators live on hope. It seems to be perpetually justified. The haulier who begins the week with an empty order book finds in a day or two that he is turning traffic away. Their apparent hand-to-mouth existence may account for the easy optimism with which hauliers now look at the political future.

A few months ago, when the return of a Labour Government seemed certain, and Mr. Hugh Gaitskell, it was rumoured, had already drawn up his list of ministers, hauliers were sufficiently alarmed to start a fund for a publicity campaign. Subsequently, the Socialists have not pressed home their advantage. The result of the next election is much more open than it seemed in the spring.

A reasonable inference from this is that the Labour party, if they wish to recover their lead, will have to jettison all superfluous ballast, including the unpopular items in their party programme. No item is more unpopular than nationalization, and many hauliers have come to the conclusion—although they have certainly found nothing at the party's Scarborough conference to encourage them—that nationalization is no longer a live issue.

## Heads in the Sand

It is a fault on their part to take no thought for the morrow. The prospect of a Labour government cannot be ruled out. If it does not bring with it renationalization of long-distance road haulage, and of any other industries returned to private enterprise by the Conservatives, the reason is the public outcry that the very suggestion has already provoked.

It would be expecting too much of the propaganda on behalf of the threatened industries to say that it has influenced public opinion, which was already, on the strength of past experience, firmly set against further nationalization. All that was necessary was to make people aware of the danger. Until the situation changes completely, the pressure must be kept up.

To do this, the Road Haulage Association have asked for a propaganda fund. The flow of contributions ought not to depend upon the apparent strength of the Labour party or of that party's intention. The campaign should continue until the whole idea of renationalization has been dropped, and even beyond that time.

Hauliers face many other problems that are not necessarily affected by whichever party is in power, but that can be helped by appropriate publicity. Through no fault of its own, the road haulage industry is drifting into a perilous situation. There is no middle course between expansion and stagnation, and hauliers are finding it more and more difficult to expand. They see themselves as hemmed in between the British Transport Commission and the C-licence holder.

The trader is hardly to be blamed for this state of affairs. Not so long ago, the president of the Traders Road Transport Association, Mr. S. C. Bond, described their policy, with wistful and almost painful accuracy, as one of "non-aggression." The C-licence holder is no enemy of the haulier. He merely wants to be left alone. There is no disguising the fact, however, that his numbers have increased rapidly since the war. There is more than one reason for the increase, but it is partly the measure of the customer's failure to get a sufficiently good service from the professional transport operator.

The railways are possibly unable to give the service in any event, and hauliers are prevented from doing so legally because of the licensing system. This is in danger of becoming more and more a closed circuit. The new emphasis upon the declaration of normal user that every applicant for an A or B licence has to make is a depressing guide to what may happen in the future.

The Commission, the other side of the pincer movement in which the haulier is being caught, are his business rivals. They are enemies, even if at times they show themselves friendly enemies. The haulier's main weapon is a standard of service that has so far proved more attractive for most kinds of merchandise.

Better vehicles, improved methods of handling, and a belated start on an adequate system of roads, will enable the haulier to go on improving his service. He must do this to keep ahead of the railways, who are now beginning to reap the benefit of their ambitious modernization scheme. Goods trains running to a time-table, special wagons travelling overnight between two main towns, Diesel and electric power for locomotives, and continuous braking, are all helping to speed railway deliveries.

Rail transport is never likely to become as efficient as transport by road, but the gap may narrow over the next 10 years, and in the meantime the railways have other ways in which they can attack the haulier. The licensing system that prevents him from taking up the challenge of the C-licence holder also exposes him to an endless battle with the railways that he cannot win.

Something new from the railway side is a rate war. According to reports, full advantage is being taken of the abolition of the old restrictions on charges. Over certain routes, or for certain traffics, the railways are experimenting with schedules that make even the deadliest of cut-throat competition among hauliers look like profiteering. Even the traders who stand to benefit are alarmed, it is said, and it is possible to imagine the feelings of British Road Services, who have for so long been the stoutest bulwark against rate-cutting.

## The Railways are Dangerous

As opposed to hauliers, the railways are in a dangerously powerful position. The public are not likely to object to reductions in prices. The modernization plan has possibly not caught the public imagination as much as its sponsors may have hoped, but it has had some favourable effect. What is equally important, it has tied the Government to the railways. The present Minister of Transport does not lack courage, but he would hardly be bold enough to stop the execution of the plan before the promised £1,500m. has been borrowed and spent. There are limits on the other loans, to cover the annual deficits until the Commission manage to break even, but it is difficult to see how those limits could be enforced if the Commission were unlucky with their finances, as they so often are. Only a sense of public responsibility will stop the railways from being as reckless as they please.

The road haulage industry, if not allowed to expand, will not be permitted to sink into a graceful decline. It must guard against the danger of stagnation and seek public support not merely for a political background. The publicity campaign that ought to be thought about should not be concerned merely with warding off a problematical and remote danger. It is needed to deal with the situation here and now.

**New Equipment**

## Large Welded Sheets in Aluminium

IT is now possible for the Northern Aluminium Co., Ltd., to produce at their works near Newport, Mon., automatically welded sheets of aluminium measuring up to 30 ft. by 11 ft. This is because of the application of Argonaut welding, and it is expected that because larger plates are now available the number of uses of this material will be increased.

A new rolling mill plant will eventually come into production, but in the meantime Noral plate in thicknesses of up to 0.4 in. is butt-welded by means of an Argonaut C-type head mounted on a tractor supplied by British Oxygen Gases, Ltd. The two plates are held in a jig and the welding head is propelled along the seam at speeds of between 15-150 in. per min.

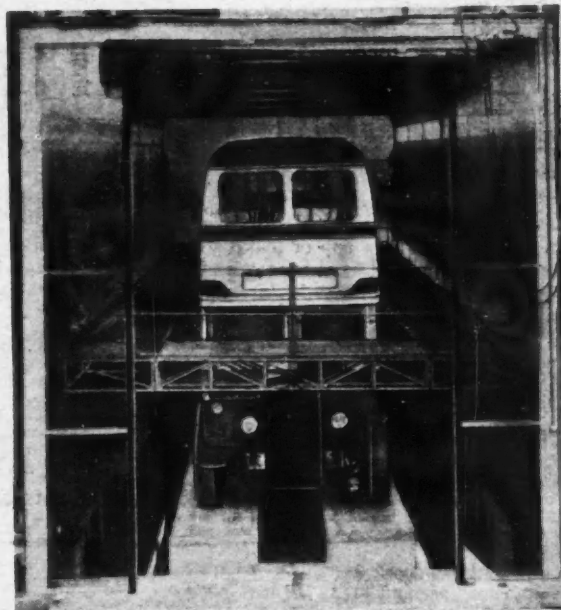
Beads are ground flush, and for most purposes such welded pieces may be used in the same manner as homogeneous sheets.

**Protecting Bodywork**

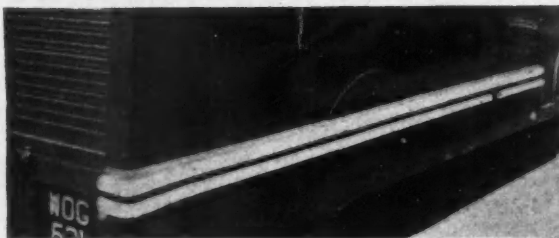
RUBBER mouldings of D section which may be used as rubbing strips for the protection of the sides of bodywork are now available from the Goodyear Tyre and Rubber Co. (Great Britain), Ltd.,

A feature of this spray booth is the Access Equipment adjustable platform. A 3-ft.-wide walkway is provided to surround the vehicle, and the frame can be raised from ground level to a height of 11 ft. by means of a hydraulic ram.

(Below) The side of this van is protected by two Goodyear D-section rubber mouldings. These are available in three sizes, either black or white.



(Below) At the Marshall bodybuilding works at Cambridge use is made of a Ransomes fork truck to turn over large fabrications in the course of production.



Wolverhampton. There are three sizes of base— $\frac{1}{2}$  in.,  $1\frac{1}{2}$  in. and  $1\frac{3}{4}$  in. The sections are made in black and white and may be applied by screwing or bolting through concealed wood or metal fastenings.

Goodyear have also introduced Tru-Seal rims for the fitting of large tubeless tyres.

**Strong Ratchet**

A RATCHET handle for use with Bi-Hex  $\frac{1}{2}$ -in. sockets is an addition to the range of Garringtons, Ltd., P.O. Box No. 4, Bromsgrove, Worcs. It incorporates a quick-change lever, and is said to be exceptionally strong as the pawls are in compression rather than in shear.

Another innovation is a punch for producing holes from  $\frac{3}{32}$ - $1\frac{7}{64}$  in. diameter in metal sheets of up to 14 gauge. It is supplied with a full range of punches and dies.

**Rayon Fabric**

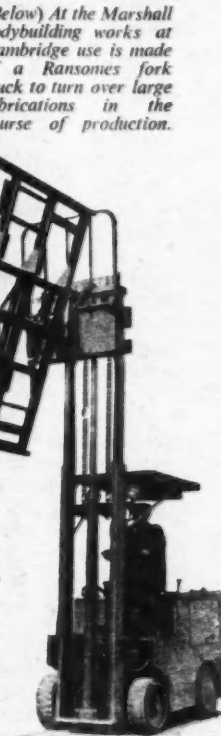
A COMPETITIVELY priced rayon upholstery material has been introduced by Courtaulds, Ltd., 22 Hanover Square, London, W.1. Known as



(Left) This is an improved version of the Hartridge oil-engine nozzle analyzer. It has an in-built fume exhaustor, and is provided with a wide range of adaptors. Testing is achieved by controlling the length of the injection period so that needle action can be observed in slow motion.

**Deflation Warning**

A DEVICE designed to give a visible or audible warning to the driver of a vehicle when a tyre begins to deflate has been introduced by Bowser, Monks and Whitehouse, Ltd., Spring Gardens, Doncaster. Known as the Tyre-Guard, it consists of a member suspended from the axle with a pivoted finger set close to the tyre wall. If a tyre deflates, the outer swelling of the wall causes the



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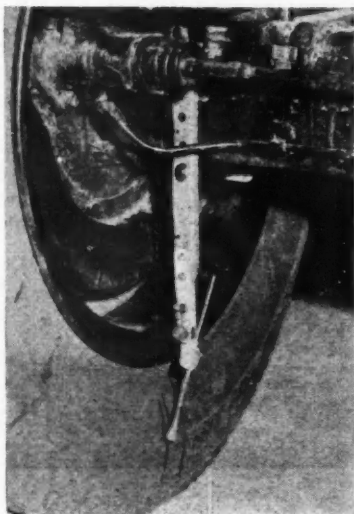
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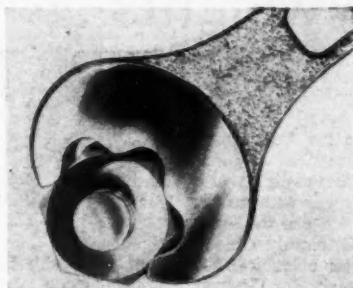
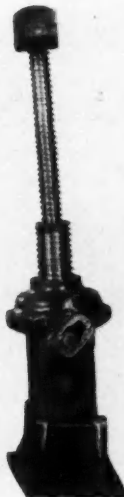




(Left) This Bowmonk device features a lever which is deflected by wall expansion should a tyre be punctured. An electrical circuit is thus caused to be completed so that a buzzer or lamp may warn the driver.

(Right) Harvey, Frost and Co., Ltd., designed this jack for use on uneven surfaces. It has a base pivot of substantial size. The screw extension is a doubled component.

(Below) Because of its ingenious contour, the Surpans spanner can fit several sizes of nut and exerts pressure not upon the crest angles but the faces.



finger to deflect, and this action closes an electrical circuit which may pass through a light or buzzer close to the driver.

The standard model costs £2 10s. and a heavy-duty type with all working parts enclosed in heavy rubber £3 5s. A two-pole version of the heavy-duty model is available for vehicles such as petrol tankers.

Another new product of the company is the Rotaflash, a warning light which has a parabolic mirror that revolves around the bulb at 120 r.p.m. It is stated that the emitted light can be seen for several miles. With bracket, the Rotaflash costs £12 15s. whilst a roof-mounted variant is £16.

### Painting Platforms

**A**DJUSTABLE access platforms have been supplied by Access Equipment, Ltd., Maylands Avenue, Hemel Hempstead, Herts, to form part of two separate painting booths of Birmingham Transport Department. The structure provides a rectangular frame which surrounds a double-decker and provides a 3-ft.-wide walkway.

It may be raised from ground level to a height of 11 ft. by means of a hydraulic ram. This is positioned horizontally and actuates through a cable and pulley system, thus avoiding excavation. The platform is 34 ft. long by 15 ft. wide, and is supported on four corner posts by the steel cables, which permit a distributed load capacity of 10 cwt.

The installation was built by the Midland Fan Co., Ltd.

### Novel Application

**A**N interesting application of a fork truck to vehicle building is represented by the use made by Marshall Motor Bodies, Ltd., Cambridge, of a Ransomes FL40 machine. The company are making military vehicles with a chassis 15 ft. long and 12 cwt. in weight. After fabrication, the chassis are placed on trolleys for painting, and in the past

it was necessary for a number of men to turn them over.

Now with the aid of a boom attachment on the Ransomes and a special jig, produced by Game (Cambridge), Ltd., it is possible to pick up the frames and pivot them by hand. Chassis can also be stacked by the fork truck.

### Sound and Pressure

**T**YRE-INFLATION equipment of the type which emits an audible signal when the pre-set pressure required has been delivered is being manufactured by Pneumatic Components, Ltd., Eyre Street, Sheffield, 1. The meter may be mounted on a wall, a pedestal or upon a rotating head on top of a cabinet in which the hose may be contained. This third type can be supplied with a water-hose as well as an air line.

### Two-ton Crane

**A**FLOOR crane with a capacity of two tons and a self-aligning jack which may be used on uneven surfaces are additions to the range of Harvey, Frost and Co., Ltd., Bishop's Stortford, Herts. Known as the Lodemaster, the crane is a hydraulic appliance with a lift of 9 ft. 4 in. The self-aligning jack is a double-extension unit with a substantial pivot at the base.

### Nozzle Analyser

**A**N improved type of fuel-injection nozzle analyser has been introduced by Leslie Hartridge, Ltd., Buckingham.

It has an in-built fume exhaustor and is provided with a wide range of adaptors. Testing is achieved by controlling the length of the injection period so that the action of the needle can be observed in slow motion.

Time and pressure readings may be taken simultaneously by means of a Presco-Time recorder. A spray target is supplied with the cabinet, and injector clamps of the type which allow quick connection are incorporated.

### Versatile Spanner

**A** NOVEL type of open-ended spanner known as the Surpans is designed by Brades Nash Tysack, Ltd., Oldbury, Birmingham, to move nuts by pressure on their faces and not the crest angles. This eliminates the possibility of burring the crests, and the pattern of the spanner allows one tool to be used for several different sizes of nut. For example a  $\frac{7}{16}$ -in. B.S.F. spanner can grip nuts of  $\frac{1}{4}$  in. A.F. and  $\frac{1}{2}$  in. A.F.

Surpans spanners are available in sizes from  $\frac{1}{8}$  in. to  $\frac{7}{8}$  in. B.S.F., and  $\frac{1}{4}$  in. to  $\frac{1}{2}$  in. Whitworth. A set of six retails at 19s. 6d.

### Combustion Heaters

**F**OUR new combustion heaters have been produced by the Key-Leather Co., Ltd., 5 Urswick Road, London, E.9. Model numbers, maximum outputs and prices are as follows: X3, 14,000 B.Th.U. per hr., £65; X7, 28,000 B.Th.U. per hr., £130; X10, 40,000 B.Th.U. per hr., £150; X12, 48,000 B.Th.U. per hr., £165.

All models are of similar design and are for use either with fuel oil or paraffin. The units come into full operation within 60-80 sec. after the pilot lamp is illuminated, and can be set to give either maximum or half output. A 200-250v. A.C. to 12/24v. D.C. transformer costs £17 17s.

### Semi-trailer Supports

**F**RONT supports for semi-trailers are now being manufactured by the Adrolic Engineering Co., Ltd., Clobber Road, Milngavie, Dunbarton. The gear may be used to raise the chassis by 8 in. simply by operating the handle of a hydraulic pump.

Retraction of the supports involves withdrawing the locking pin and cranking the handle for half a turn, after which the wheels afford a ground clearance of 1 ft. 2 in. The gear has been designed to suit any width or height of semi-trailer.

### Power Aid

**S**INGLE-LEVER power-shift transmission for the Allis-Chalmers TL20D Tracto-Loader has been introduced by Mackay Industrial Equipment, Ltd., Faggs Road, Feltham, Middx. Smooth engagement of the gears is afforded by the employment of planetary units which are in constant mesh. Clutches are disengaged when light pressure is applied to the brake.

## Planning for Profit

*The Thornycroft Mastiff is designed to operate at 14 tons gross, and offers an adequate degree of strength and power so that the work for which it is intended may be done within its capacity. Tested by "The Commercial Motor" at 14 tons, the Mastiff returned 14.4 m.p.g. and unladen 20 m.p.g. Power steering is available.*



# Light Heavyweights ENTER THE RING

ONE of the trends to be discerned at the Commercial Motor Show was the increase in the number of goods vehicles which might be called light heavyweights. As I mentioned last week when noting the wide gap between the price of the popular 7-ton oiler of around £2,000 and the heavy six-wheeler at £4,500, there has persisted until recently a heavy line of demarcation between these two classes of vehicle. A similar marked differential exists between the popular 7-tonner and the 8- or 9-ton four-wheeler at nearly double the cost, although it is admittedly a totally different type of vehicle.

Although the range of eight-wheeled rigids has for many years offered the prospective buyer a good selection of models by various manufacturers, it has tended to be confined, within comparatively narrow limits, to a single group relative to both unladen and gross weight.

It is debatable, however, whether such a clear demarcation is always, or even commonly, discernible in operators' traffic characteristics, from which should stem economic commercial-vehicle design.

### Proved Their Worth

For use where maximum loads have to be carried under severe operational conditions, the "heavy" four- and eight-wheeled rigids have proved their worth for many years. With changing trading conditions, however, it is conceivable that there will be an appreciable demand for these two maximum-load vehicles capable of giving reliable service when carrying a 14-ton or 24-ton gross load but not under the severe operating conditions. An operator, such as a C-licensee, wishing to carry maximum loads would not always require the same margin of robustness in construction which overseas buyers understandably demand.

It was therefore encouraging to see additions to the light heavyweight range of vehicles at the Show, and it is now proposed to compare the estimated operating costs of the traditional heavy vehicle as opposed to the more recently designed light heavyweight versions of the maximum-load four- and eight-wheelers. In so doing, however, no reflection is made on the high reputation gained by the traditional heavy version.

Dealing first with the heavy four-wheeler designed to operate at a maximum gross weight of 14 tons (and sufficiently powerful to be used for drawbar trailer work if necessary), an average price would be around £3,500. With an unladen weight of 4 tons 15 cwt. the cost of the annual licence duty would be £65, or the equivalent of £1 6s. per week after allowing for two weeks per annum when the vehicle was not operating.

Assuming for the moment that a drawbar trailer was not used

### Relative Economy of Latest Type of Goods Vehicle Compared with Time- honoured Models

used, the weekly cost of wages is estimated at £9 6s. 3d. This would include allowances for contributions to National Insurance, employers' voluntary liability insurance and holidays with pay. The basic rate is determined by those applicable to Grade I in R.H. 64. Rent and rates in respect of garaging are nominally assessed at 11s. per week.

The amount paid for vehicle insurance can vary widely, depending, amongst other factors, upon the users' area of operation and previous accident record. Assuming in this instance that comprehensive insurance is taken out in a medium-risk area, the annual premium would cost £66, or £1 2s. 1d. per week. Interest at 3 per cent. on the initial outlay would add a further £2 2s. to the weekly standing costs, which would thus total £14 7s. 4d. Assuming 800 miles per week are averaged, the cost per mile would be 4.31d.

### Fuel and Lubricants

The largest item of running costs, namely fuel, is estimated to cost 3.83d. per mile, based on a consumption rate of 12 m.p.g. and a cost per gallon of 3s. 10d. Lubricants are assessed at 0.26d. per mile. With a set of tyres costing around £320, tyre cost per mile would be 2.56d. on the basis of an assumed life of 30,000. Maintenance is reckoned at 2.43d. per mile.

In keeping with this class of vehicle, a mileage life of 250,000 could be reasonably expected. Deducting the cost of the set of tyres from the initial price of the vehicle and assuming a residual value of 12½ per cent. was obtained when the vehicle was finally disposed of, a balance of approximately £2,740 remains to be depreciated, or 2.63d. per mile.

The five items of running cost thus total 11.71d. per mile, which, when added to the operating cost of 4.31d. for an 800-mile week, gives a total operating cost of 16.02d.

As it is already possible to obtain a 7-ton oiler for around £1,800 to £2,000 with an unladen weight of just over 3 tons, it would not seem unreasonable to expect that a 9-tonner not required for drawbar trailer work could be produced within the 4-ton unladen weight category at £2,750. The price of such a vehicle would then be midway between that of the 7-tonner and the traditional heavy four-wheeler.

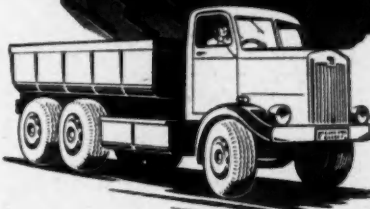
The first item of standing cost—licensing—would then be

# Firestone All-Traction

is saving **TRUCK OPERATORS** money

*Here's why -*

- 1 DUAL PURPOSE ON-AND-OFF-THE-ROAD**  
Combines long, smooth wear on metalled surfaces with extra traction and pulling power on unmade roads.
- 2 INCREASED DEPTH OF TREAD**  
New, long-wearing, cut-resisting tread rubber gives longer non-skid mileage.
- 3 TOUGH RUGGED TRACTION BARS**  
Give added stability *on* the road, dig in and take hold for extra traction *off* the road.
- 4 CONTINUOUS CENTRE RIBS**  
Assure safe, positive stopping power and longer even wear. New tapered grooves in tread reduce stone trapping.
- 5 TENSION-DRIED GUM-DIPPED CORD**  
Prevents tyre growth, tread cracking, separation and provides a stronger bonding between cords.



## *Experience Counts -*

44 Factories throughout the world.  
Firestone total sales exceed £1,000,000 per day.

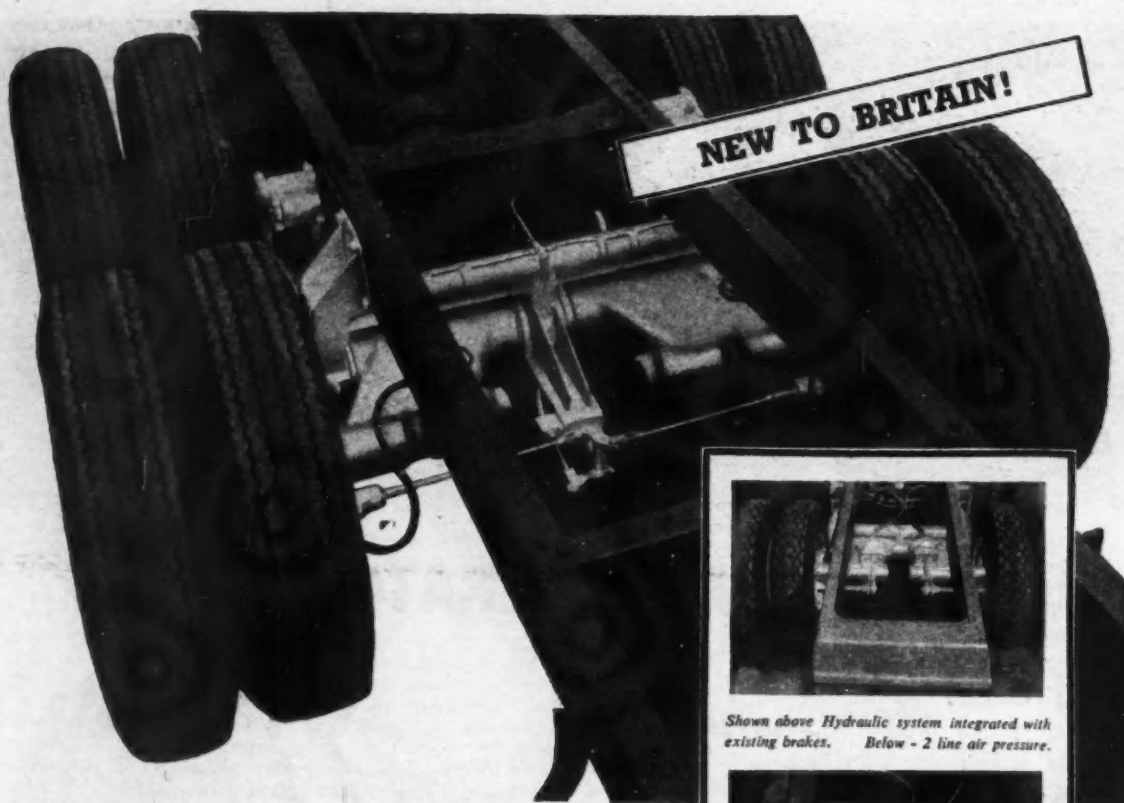
**Firestone ALL-TRACTION TRUCK TYRES** Give BETTER PERFORMANCE and CUT COSTS for on-and-off-the-road hauling, on farms, quarries and other places where dual-purpose tyres are needed.

**Firestone TYRES - consistently good**



B31





## **YORK** sets a new standard for 3rd axle design for rigid vehicles

York, Britain's fastest growing Trailer Company, now applies its proven and popular tandem axle design principles to rigid vehicles ... to double pay loads, but without the troubles of old style trailing axles.

### **York 3rd axle stops "hop"**

Distributor beams replace springs and balance out brake torque between both axles. Axle "hop" is impossible - tyres stay glued to the road.

### **York 3rd axles are independent**

Not just a single axle, York 3rd axle assembly consists of two separate stub axles, and so has the effect of independent suspension, giving better traction, easier riding.

### **York 3rd axle is adjustable for varying load distribution**

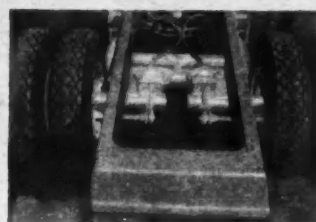
Normal weight distribution is 55% on driving axle. 45% on trailing axle. But if extra traction is required, a 60-40 distribution can be easily arranged by use of alternative rocker arm holes.

### **York 3rd axle has better brakes**

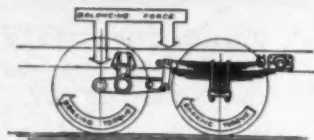
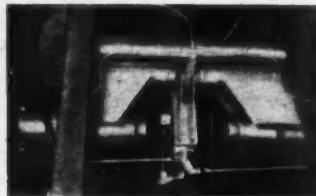
Brakes are integrated with existing systems, giving co-ordinated braking.

### **York 3rd axle offers standard or heavy duty models**

York 3rd axles do not come in one model to cover all loads and all operating conditions, but in two types of assembly for medium or heavy capacities.



Shown above Hydraulic system integrated with existing brakes. Below - 2 line air pressure.



Brake torque is balanced - no axle "hop".

# **YORK**

332

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£50 per annum, or £1 per week. Wages would remain the same at £9 6s. 3d. as whatever load was carried would come within the Road Haulage Wages class of category of 5-10 tons.

Similarly, relative to the overall dimensions of the two vehicles, rent and rates would still be assessed at 11s. per week.

As the amount of premium payable on insurance is dependent both upon the carrying capacity and initial cost as well as other factors, the amount in this instance will be slightly less, namely £53 per annum, giving a weekly cost of £1 1s. Interest at 3 per cent. on the reduced initial cost of £2,750 will amount to £1 13s. The total for these five items of standing cost is thus £13 11s. 3d. Again assuming that 800 miles per week are operated, standing cost per mile would be 4.07d.

Because of the lighter construction, some improvement in the rate of fuel consumption could be expected, and this will now be assessed at 13 m.p.g. With the cost per gallon remaining the same at 3s. 10d., fuel cost per mile thus becomes 3.54d., whilst lubricants are again assessed at 0.26d.

Some slight reduction in the cost of a set of tyres might also be expected, and this is now assessed at £275. This results, incidentally, not from under-tyring the present model, but rather from the tendency to fit oversize tyres to the heavier model compatible with the more exacting conditions under which it might be expected to operate. With the mileage life remaining at 30,000, tyre cost per mile will thus become 2.20d.

### Frequency of Replacement

Maintenance costs per mile are assessed at 2.43d. on the assumption that any increase in frequency of replacement—if, in fact, it did occur—would be offset by the lower cost per unit or spare. Calculation of depreciation must inevitably be a matter of some conjecture. Because of the lighter construction, a lower mileage life must naturally be expected, as compared with the heavier model. However, as it is not intended to be operated under such arduous conditions this, to some extent, would provide a balancing factor. It will therefore be arbitrarily assumed that a mileage life of 200,000, as compared with 250,000 for the heavier model, is obtained. Proceeding as before to deduct the cost of the set of tyres and the ultimate residual value, a balance of £2,130 remains to be written off, giving a depreciation cost per mile of 2.56d.

Running costs thus total 10.99d. per mile which, with the addition of the running cost of 4.07d., gives a total operating cost of 15.06d. per mile on the basis of an 800-mile week. Compared with the heavy version, this shows a reduction of almost 1d. per mile in the total operating cost. Alternatively, the total cost of operating the heavy version 800 miles would be £53 8s., against £50 4s. for the lighter version, a saving of £3 4s.

Making a similar comparison between traditional heavy eight-wheelers and the more recently introduced lighter models, the initial cost of the former version would be around £4,890. With an unladen weight of 7½-7½ tons, annual licence duty now costs £120, or £2 8s. per week. Wages will now be in the highest category of 15-18 tons with a cost per week of £9 19s. 10d., making allowance for insurance contributions and holidays with pay. Because of the increase in overall length, rent and rates now become 13s. per week.

As a result of an increase in both the initial cost and the carrying capacity, the annual insurance premium for this eight-wheeler will be approximately £107, or £2 4s. per week. Similarly, interest on

initial outlay now becomes £2 18s. 8d. per week. The total standing cost per week is thus £18 3s. 6d. Assuming, because of the type of vehicle, the average weekly mileage is now 1,000, the standing cost per mile would then be 4.36d.

On a basis of a fuel-consumption rate of 9 m.p.g. with the cost per gallon of oil fuel remaining at 3s. 10d., fuel cost per mile will be 5.11d. Lubricants are assessed at 0.28d. per mile.

### Calculating Depreciation

The cost of a set of tyres for this multi-wheeler is naturally high, namely £640, giving a tyre cost per mile of 5.12d. assuming a life of 30,000 miles as before. Maintenance is assessed at 2.38d. per mile. (This apparent anomaly, as compared with 2.43d. per week for the smaller vehicle, is due to the higher weekly mileage, namely 1,000, as compared with 800 for the four wheeler.) Calculating depreciation by the same formula as before, namely the deduction of the cost of the initial set of tyres and the ultimate residual value, the cost per mile becomes 3.57d., assuming a mileage life of 250,000.

With a total running cost of 16.46d. per mile, the total operating cost becomes 20.82d. per mile when 1,000 miles are covered during the week.

Examples of lighter versions of the rigid eight-wheeler already announced have unladen weights of approximately 6½-6½ tons. With an annual licence duty of £100, the cost of this item of standing cost would now amount to £2 per week. Wages remain the same at £9 19s. 10d., as do rent and rates at 13s.

Because of the lower initial cost of the vehicle, the insurance premium would be slightly reduced to £105, or £2 2s. per week. Interest on the initial outlay would similarly be less at £2 11s. The weekly total for the five items of standing cost would be £17 5s. 10d., or 4.15d. per mile, again assuming a weekly average mileage of 1,000.

Fuel consumption could reasonably be expected to be slightly better than with the heavier version and will be rated at 9.5 m.p.g. Fuel cost per mile would therefore be 4.84d., whilst lubricants are again 0.28d. For the same reason as with the four-wheeler, the cost of a set of tyres is assumed to be slightly less at £600, giving a tyre cost per mile of 4.80d., whilst maintenance is again reckoned at 2.38d. per mile.

Depreciation is calculated by the same formula as before, with a reduced mileage life of 200,000, as opposed to 250,000 for the heavier vehicle. This gives a depreciation cost per mile of 3.74d. and a total running cost per mile of 16.04d. When added to standing costs, the total operating cost per mile becomes 20.19d. relative to 1,000 miles per week.

The lighter version therefore shows a reduction of 0.63d. per mile on the total operating cost, the comparative cost per week being £86 15s. for the heavier vehicle and £84 2s. 6d. for the lighter version, a difference of £2 12s. 6d. per 1,000-mile week. Allowing for two non-revenue-earning weeks, this saving would amount to £131 5s. over a year.

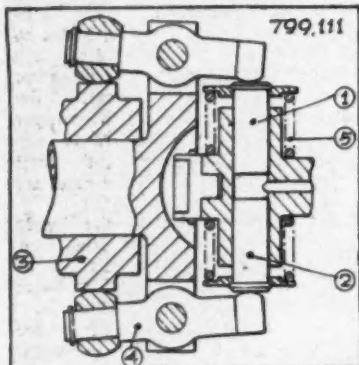
S.B.

*Articulated vehicles also represented means for carrying big loads on moderately priced outfits. James Nutter (Fulbourn), Ltd., Station Mill, Fulbourn, Cambridgeshire, millers, operate this Morris 7-ton oil-engined prime mover with Taskers 10-ton straight-framed QD semi-trailer.*



## A Rotary Distributor Injection Pump

**A** COMPREHENSIVE patent, No. 799,111, deals with an injection pump having one pumping unit and a rotary distributor for supplying fuel to a multi-cylindered engine. A novel plunger operating arrangement is the chief feature and this is shown in the drawing. (Bryce Berger, Ltd., Ironbarks Works, Staines.)



The pumping space is defined by a pair of radially sliding plungers (1 and 2). If these are worked by an internally lobed cam ring, the overall diameter of the pump becomes unduly large. The present scheme enables a much smaller pump to be used.

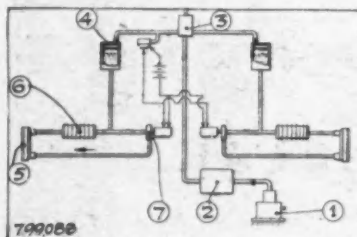
A multi-lobed cam (3) works roller carrying rockers (4) and these move the pump plungers inwards. The return stroke is actuated by springs (5).

The output from the plungers is fed along a central bore and distributed by cross-holes which line up in sequence with the discharge ports to the various cylinders. The patent covers also the method of regulating the output, and a pressure controller for rendering the pump self-governing.

### BRAKES COOLED BY THE HYDRAULIC FLUID

**A** DESIGN for a liquid-cooled brake forms the subject of patent No. 799,088. The novel feature is that the hydraulic operating liquid is continually circulated at low pressure as a coolant; when braking is required, the pressure is raised to work the plungers. (Roy S. Sandford and Company and other, Seymour, Connecticut, U.S.A.)

Though the brakes are hydraulic the actual power for their operation is provided pneumatically. An air-compressor (1) pressurizes a reservoir (2) to which



A34

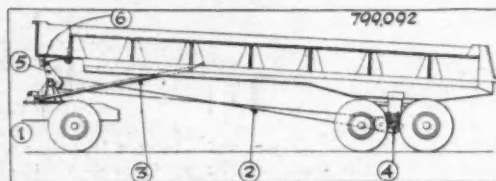
the control valve (3) is connected. When this is opened, the air moves pistons (4) which apply their force to the hydraulic system.

This consists of a circuit of piping including the brakes (5), a cooling radiator (6) and an electrically driven pump (7) which circulates the liquid. All this is duplicated on the other side. When the system is pressurized for brake application, the circulating system is unaffected because it is a completely closed circuit.

### A DUMPING SEMI-TRAILER

**A** DUMPING trailer is shown in patent No. 799,092 a feature of which is the method of tipping the trailer to the angle of discharge. The scheme is said to be suitable for the largest sizes of vehicle, a load of 100 tons being mentioned. (E. Schonrock, P.O. Box 1543, San Angelo, Texas, U.S.A.)

A part of the tractor is shown at 1; this is provided with the usual turntable or fifth wheel. The tipping movement (shown just commencing in the drawing) is achieved by hauling the rear axle forwards by means of cables (2) acting against pivoted compression struts (3).



The effect is to raise the front end while the rear pivots about trunnions (4) as the axle is drawn towards the tractor.

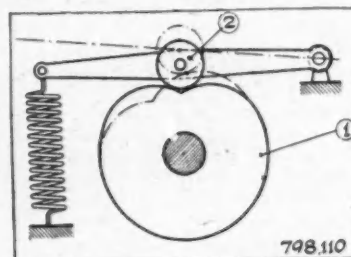
The main feature of the patent is the means used to initiate the movement. The geometry is such that an infinite tension in the cables would be needed in the horizontal position, and although when at rest the angle is not quite horizontal, the body must be given a start by some other means.

This is performed by short levers (5) carrying rollers riding on cam tracks (6). The levers are turned and lift the body into a position in which the cables can become effective.

### CENTRING DEVICE FOR STEERING MECHANISM

**T**HE modern trend towards power-assisted steering has reduced the effort required of the driver to the minimum, and as a result very little reaction is felt on the steering wheel. This is pleasant when large steering movements have to be made, but at high speeds on straight roads difficulty may be found in holding the straight-ahead position. A device intended to be of assistance in this respect is shown in patent No. 798,110. (S. A. Andre Citroën, 117-167 Quai de Javel, Paris.)

The scheme employs a cam and roller to control the movement of the steering column. Referring to the drawing, a heart-shaped cam (1) is mounted on the



column and a spring-loaded roller (2) rides thereon.

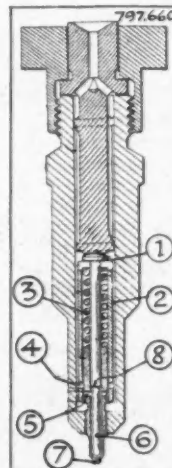
The spring loading exerts a slight bias towards the straight-ahead position (as shown) when the roller sits down in the depression. The effort required to lift the roller out is very little, but is enough to indicate with certainty the mid-position.

It is claimed to be superior to others used which incorporate spring-loaded mechanisms as it does not increase the effort required at large steering angles.

### AN INTERMITTENT INJECTOR

**A** FUEL injector for oil engines which injects the fuel in a series of intermittent spurts is shown in patent No. 797,660. (Mecanique et Rectification S.A., 6 Creax de St-Jean, Geneva, Switzerland.)

The injector shown in the drawing operates as follows: The injection pump feeds the inlet at the top and the rising pressure is transmitted to a head (1) on the needle and the end of a sliding sleeve (2). The sleeve moves downwards against a spring (3) and eventually lines up a cross-bore (4) with another one (5) permitting fuel to reach the space around the needle (6) and finally leave via spray orifices in the nose (7).



While this is taking place the pressure is rising around the needle, and it eventually acts on the shoulder (8) in an upward direction, bringing about partial or complete closure of the cross-bores and so momentarily interrupting the supply.

The pressure again rises and repeats the cycle, and this is said to continue throughout the duration of the charge, giving rise to an intermittent injection. The scheme is said also to give an automatic advance of injection with rising engine speed.



# "...maximum reliability from the chassis components and a high standard of driving comfort"

(The Commercial Motor)

Which vehicle has the biggest "earning power"? The one that's on the road the longest time. That's the great new Guy Invincible, *built for the trunk roads of the world!* Chassis frames are 12 in. deep; springs 4 in. wide. There's a wide choice of diesels and gear boxes. Dual air brakes stop all wheels effortlessly; steering is light as a feather; the cab is the most luxurious yet devised. Never before was so much built into one vehicle. Never before was there such a gentle giant. 4, 6 or 8-wheelers.

"... the first instance of this type of differential."

"... new standard of driving comfort."

"... safe retardation and good anti-fade."

"... entirely new form of hand-brake."

"... all the models have very small turning circles."

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- 1958 Bedford/Plaxton 41-seater Full Luxury Coach with Leyland Comet Diesel Engine. Exterior in two tone Green. Seats in Green patterned moquette. Glass roof quarters. Tubular parcel racks, Minihailer and heater. As New.
- 1958 Bedford/Plaxton 41-seater Full Luxury Coach with Petrol Engine. Exterior in two tone Green. Seating in Green patterned moquette. Glass roof quarters, tubular parcel racks, heater, choice of two absolutely top notch machines.
- 1955 Bedford/Duple 36-seater Standard Vega Coach, R.6 Diesel Engine. Exterior Red and Cream. Seating Red patterned moquette, Formica side casings, Heater. Choice of two excellent machines.
- 1951 Bedford/Duple 29-seater Full Luxury Coach. Exterior in Cream with Red Flash. Seating in Blue patterned moquette. Certificate of Fitness, 1960. Excellent condition throughout.
- 1950 Leyland Comet/Plaxton 33-seater Coach. Exterior Blue and Cream with seats in Blue patterned moquette offered at cheap price for quick disposal.
- 1957 Bedford/Plaxton 41-seater Full Luxury Coach with Petrol Engine. Exterior Blue and Cream. Seating in Red and Grey patterned moquette. This is a low mileage vehicle, absolutely as new in appearance and condition.
- 1955 Albion/Strachan 39-seater Coach. Exterior in Red. Seating trimmed in dark Red patterned moquette. Outstanding machine at reasonable price.
- 1955 Albion/Duple 35-seater Full Luxury Coach. Exterior Red and Cream, with seating in Green patterned moquette. Top quality machine at reasonable price.
- 1954 Bedford/Duple 36-seater Standard Vega Coach. Exterior Red and Cream. Seating in Red patterned moquette. Choice of two excellent machines.
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- 1949 Austin/Mann Egerton 31-seater Coach. Exterior Dark Blue and Cream. Seating Blue patterned moquette. Bargain.

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1947 Daimler 56-seater Double Decker with Daimler Engine and Northern Counties body. High bridge with rear exit doors. Exterior in Green and Cream. Certificate of Fitness November, 1961.

Selection of 1943/45 Daimler Double Deckers with A.E.C. 7.7 engines. These vehicles carry no Certificates of Fitness, but have only just come off service and are suitable for Works Contracts.

Excellent selection of A.E.C., Albion and Foden 33-seater half cab machines in extremely good condition and roadworthy offered at very low prices for Contract work.

MANY OTHERS IN STOCK MAY WE HAVE YOUR ENQUIRY?  
OUR REPUTATION AS ONE OF THE GREATEST COACH SELLING ORGANISATIONS  
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50, Hertford St., Coventry. Telephone: Coventry 62464.  
1, Brazenose St., Manchester. Telephone: Deansgate 6114-B.  
12, Renfield St., Glasgow. Telephone: Glasgow Central 1413.

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## USED GOODS VEHICLES

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**6 X 6** Unregistered ex-W.D. Diesel/petrol chassis and cabs, also 2,500-gal. refuellers; c/w winches if required. Genuine delivery mileage only. M.O.S. rebuilds. Cuney and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. zzz-644

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**1947** A.E.C. 8-wheeler, 3,600-gal. tanker, in good running order, £750; also other A.E.C. vehicles. Terms and exchanges.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 175.

**A.E.C.** Matadors, Diesel 7.7 and petrol engines. Martindale, Cross Hall Works, Chorley, Lancs. Phone, Chorley 3504. 780-780

**A.E.C.** Matadors, tractors, Diesel, ex-M.O.S., reconditioned 7.7-litre Diesel engines, 4 x 4 and 6 x 6 with power winches A.E.C. 2,500-gal. tankers, unregistered, ex-M.O.S. T. E. Conliffe, 45 Wellington Rd., Handsworth, Birmingham, 20. North 0832. 780-109

**A.E.C.** Mammoth Major 8-wheeler, first registered A.E.C. January, 1950, 9.6-litre engine, double-drive rear bogey, air brakes, fitted with drop-side body, unladen weight 7 tons 12 cwt., tyres 25% worn only, the whole vehicle in first-class condition and ready for immediate service. Bargain £1,150, or near offer. Alma Garages (Bristol), Ltd., 74 Feeder Rd., Bristol, 2. Phone 77667. 780-108

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**1955** ATKINSON 8-wheeler long-wheelbase chassis and cab, 6LW, good tyres and appearance. BOTH the above 8-wheelers are one-owner, genuine machines and part-exchanges or terms will be welcomed.

**NEW ATKINSON 8-wheelers** available, any part-exchange welcomed.

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**ALBION FT3** 1947 5-ton tipper, alloy body, £85. Pirbright Garage, Pirbright Rd., Southfields, Wandyside 2366. 780-329

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## PHONE, WAKEFIELD 2241.

## (Five lines). zzz-851

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**1955** ATKINSON 8-wheeler long-wheelbase chassis and cab, 6LW, good tyres and appearance.

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**NEW ATKINSON 8-wheelers** available, any part-exchange welcomed.

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## Edgbaston 4301-5. Grams, "Diesel." 780-104

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## Used Goods Vehicles (contd.)

## PRICE'S (EARL SHILTON), LTD.

## THE MAIN ATKINSON DISTRIBUTORS.

## COMPREHENSIVE spares always available.

**ALL** new machines fast deliveries. A small selection of high-class used vehicles. Terms and part-exchanges. 4LW, 4LW, 5LW and 6LW Gardner engines in stock.

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**AUSTIN** 1955 LD1 vans; choice of five.

**AUSTIN** 1955 LD22 vans, three.

**AUSTIN** 1955 LD1 extended chassis with 600 c.c.

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**THE** above vehicles carry our Stand By guarantee.

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## Hillside 5272, ext. 22.

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SIX MONTHS' GUARANTEE  
WHERE STATED.

- 1952 AUSTIN A40 coach-built van, £195.  
1957 AUSTIN A152 Omnitruck, 18,000 miles, guaranteed, £445.  
1957 AUSTIN A152 Omnivan, 6,000 miles, guaranteed, £495.  
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1955 AUSTIN A40 van, £275.  
1955 AUSTIN A40 pick-up truck, £310.  
1952 AUSTIN A40 Utility, £325.

**THE CAR MART, LTD.**  
WELSH HARP,  
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Hendon 6500. 780-151

2 X 2, 4 x 4, 6 x 4 unregistered ex-W.D. trucks, 2 good selection, one only new Loadstar. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 222-647

7,000 Miles only, 1956 30-cwt. van, one owner, as new condition, surplus to requirements, £240. Weybridge 3265. 780-2

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AUSTIN 1949 5-ton truck fitted good P6, £185; also 2-tonner, petrol, good condition, £75, 1946, 187 Barley Lane, Chadwell Heath, Romford, or Seven Kings 7773 evenings. 780-1896

AUSTIN 2-3-ton drop-side truck, 1953 and 1954, choice of two from £285 each.  
SHELDON MOTOR SERVICES, 2119 Coventry Rd., Birmingham, 26. Phone, Sheldon 4386-7-8. 780-252

B.M.C. 7-ton with extended wheelbase giving 20-ft. platform body, in first-class order, first registered December, 1953, £690.  
H. SPARKSHATT AND SONS, LTD., London Rd., H. Hisea, Portsmouth. Phone, Portsmouth 60361. 780-338

1955 AUSTIN B.M.C. Diesel 2-3-ton long-wheelbase truck, one owner, in excellent condition throughout, for quick sale, £395. H.P. terms arranged. Iver 947. 780-273

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1956 Normal-control AUSTIN 5-ton long-wheelbase drop-side truck in primer, body reconditioned, ready for immediate use, first-class condition, £575.

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1955 AUSTIN A40 van, good condition, new engine fitted, £325.  
COOMBS COMMERCIAL (GUILDFORD), LTD., C Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 780-176

AUSTIN 25-cwt., very good condition throughout, £110. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 780-235

AUSTIN 3-ton lorries, unregistered and in excellent condition, new batteries, £110 each. Flitwick Service Station, 74 Amptthill Rd., Flitwick, Beds. Flitwick 244. 780-421

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LONG-WHEELBASE AUSTIN Loadstar, condition of coachwork immaterial. Lawton-Goodman, 135 Crickwood Broadway, N.W.2. 780-33

**ADVANCE 5242.**

AUSTINS wanted! Austins wanted!!  
AUSTINS wanted! Austins wanted!!

G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3.

**ADVANCE 5242.**

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COMMERCIAL VEHICLES.

**WILLIAM RIPLEY.**

- 1951 BEDFORD 30-cwt. truck, synchromesh box, first-class order, £195.  
1955 BEDFORD 30-cwt. drop-side truck, heater, many extras, £450.  
1954 BEDFORD 30-cwt. truck with hoops and sheet, in first-class order, £425.  
1954 BEDFORD 3-ton drop-side trucks, choice of four, £425 each.  
1954 BEDFORD 3-ton platform, 30,000 miles only, £410.  
1956 DODGE 106 P6 cattle conveyor with Balco extension body length 18 ft., with double-belt loading, one C-licence operator, £575.  
H.P. And part-exchanges welcomed.

PHONE, DARTFORD 5480. 780-318

Used Goods Vehicles (contd.)

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OUR REPUTATION IS YOUR GUARANTEE.  
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COMPREHENSIVE RANGE OF USED VANS AND PERSONNEL CARRIERS ALWAYS AVAILABLE.

- 1956 BEDFORD petrol, 7-ton long-wheelbase with platform body.  
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1951 Petrol 4-5-ton boxvan.

**MAY WE  
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COMPREHENSIVE RANGE OF VEHICLES IN STOCK.  
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Phone, Howard 1266.

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SALES DEPARTMENT OPEN UNTIL 5 P.M.

SATURDAY.

780-321

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**THE MAIN BEDFORD DEALERS.**

WE always have a comprehensive stock of the first-class "Quality Tested" and other BEDFORDS for your inspection.

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- NEW BEDFORD 7-ton forward-control truck, Diesel.  
NEW BEDFORD 6-ton short-wheelbase normal-control chassis-cab, Diesel.  
NEW BEDFORD 4-ton long-wheelbase normal-control truck, Diesel.  
NEW BEDFORD 7-ton short-wheelbase forward-control tipper, petrol.  
NEW BEDFORD forward-control truck, Leyland Comet engine.  
NEW BEDFORD 7-ton long-wheelbase chassis-cab, petrol.  
BEDFORD 3-ton platform, £295.  
1952 BEDFORD 5-ton long-wheelbase tipper, £595.  
1955 BEDFORD 5-ton long-wheelbase truck, £295.  
1952 BEDFORD 5-ton long-wheelbase truck, £195.  
1950 BEDFORD 7-ton long-wheelbase truck, £295.  
BEDFORD Utilabrike, green, £485.  
1956 BEDFORD Dormobile, grey and green, £475.  
1955 BEDFORD Dormobile, brown and cream, £435.  
1954 BEDFORD 10-12-cwt. van, £335.  
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1955 BEDFORD 5-ton long-wheelbase truck, £285.  
1952 BEDFORD 7-ton long-wheelbase truck, £295.  
1953 BEDFORD 7-ton long-wheelbase truck, £295.  
1956 BEDFORD 10-12-cwt. high-top van, £445.

SEE the new BEDFORD at our showrooms.

HIRE-PURCHASE facilities, insurance and taxation can be arranged while you wait.

PART-EXCHANGES welcomed.

DEMONSTRATIONS gladly carried out under no obligation.

OUR showrooms are open until 6 p.m. daily and 5 p.m. Saturdays.

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LONDON, W.2.

Phone, Paddington 0022 (12 lines). 780-370

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BEDFORD 5-ton long-wheelbase truck, 1956, drop-side, excellent condition, £525. Fleetwood Fensgate Co., Leatherhead Rd., Chessington, Surrey. 780-64

1956, September, BEDFORD short-wheelbase 7-ton tipper, 8-cu.-yd. drop-side wooden body, petrol, very good condition, one owner.  
J. PULLEN, LTD., 52 West St., Sittingbourne. 780-47

W. Phone 333-334.

Used Goods Vehicles (contd.)

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THE LONDON CENTRE

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1954, October, BEDFORD C.A. van, £275.  
1955, March, BEDFORD Utilabrike, £365.  
1954, September, BEDFORD C.A. van, £300.  
1955, November, BEDFORD C.A.V. van, £285.  
1955, February, C.A. van, £340.  
1956, November, BEDFORD C.A. 15-cwt. van, £340.  
1956, June, BEDFORD C.A. van, £305.  
1956, June, BEDFORD Workobus, £345.  
1956, May, BEDFORD Utilabrike, £485.  
1957, July, BEDFORD C.A. van, £275.  
1954, March, BEDFORD 15-cwt. C.A. van, £545.  
1958, August, BEDFORD C.A. van, £350.  
1956, November, BEDFORD C.A. van, £395.  
1955, January, BEDFORD C.A. van with windows £310.  
1953, January, BEDFORD 30-cwt. van, £320.  
1949, December, BEDFORD 2-ton long-wheelbase truck, £265.  
1951, October, BEDFORD 2-ton long-wheelbase truck, £295.  
1951, August, BEDFORD 2-ton short-wheelbase truck, £265.  
1949, BEDFORD 2-3-ton long-wheelbase vans, choice of two, £350.  
1949, December, BEDFORD 2-ton long-wheelbase box van, £150.  
1950, August, BEDFORD 5-ton long-wheelbase, petrol, chassis cab, £275.  
1952, BEDFORD 5-ton long-wheelbase, petrol, chassis cab, £250.  
1951, January, BEDFORD 5-ton long-wheelbase platform truck, £75.  
1951, March, BEDFORD 5-ton long-wheelbase van, £125.  
1951, August, BEDFORD 5-ton Diesel 1,350-cu.-ft. Luton, £850.  
1955, January, BEDFORD 5-ton Diesel platform truck, £725.  
1952, February, BEDFORD 7-ton long-wheelbase truck, £225.  
MANY more available. Please send for full list.

**THE NEW BEDFORD**

**NORMAL-CONTROL RANGE**

AVAILABLE FOR IMMEDIATE DEMONSTRATION AND EARLY DELIVERY.

DEMONSTRATIONS ARRANGED ON ANY VEHICLE OR OUR REPRESENTATIVE WILL CALL.

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**THE BEDFORD CENTRE,**

LEIGHTON ROAD,

LONDON, N.W.5.

Gulliver 5555.

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- 1956 BEDFORD CA van, £395.  
1951 BEDFORD 7-ton long-wheelbase, S type, petrol, £325.  
1951 BEDFORD 7-ton long-wheelbase S-type flat tipper, £300.  
1954 BEDFORD 7-ton drop-side truck, petrol, £425.  
1948 BEDFORD 5-ton long-wheelbase truck, petrol, £200.  
1952 BEDFORD 10-ton Scammell tractor, Comet engine, Diesel, £640.  
1954 BEDFORD van, £275.

SALES STAFF ON DUTY SATURDAYS AND SUNDAYS.

PART-EXCHANGE AND PROMPT AFTER-SALES SERVICE.

**HARLOW, ESSEX.**

PHONE, POTTER STREET 121-2-3. 780-58

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1955 BEDFORD-SCAMMELL Diesel artic. unit, R6 engine, one owner since new, £425.  
1955 BEDFORD-SCAMMELL artic. unit, petrol, one owner since new, £350.  
1953 BEDFORD-SCAMMELL Diesel artic. unit, in good running order, £375; trailers in stock to suit the above, many other Bedford vehicles in stock. Terms and exchanges.  
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Phone, Stevenage 175. 780-15

5-TON BEDFORD Luton, new reconditioned engine and gearbox with A contract. Phone, Edm 6511. 780-12

1951 BEDFORD 7-ton short-wheelbase steel-bodied tipper, £250. Geo. H. Kendrick, Ltd., Carters Green, West Bromwich 0778. 780-93

1953 BEDFORD A-type tipper, petrol, reconditioned, £325.  
1954 BEDFORD A-type tipper, petrol, reconditioned at a cost of £250, excellent condition, £450.  
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PHONE, Rippelway 4099. Can be seen opposite Albon Engineering Works, North St., Barking, Essex. 783-6685

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TIPPER a specialty, petrol or Diesel. Why not send your inquiry? A straight deal and real value guaranteed.  
56-60 BROAD ST., Sheffield. Phone 20311 (four lines), or 23280 after 6.30 p.m. 222-775

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WELCOME inquiries for early delivery all types of new BEDFORD commercial vehicles, articulated vehicles and Utilites.  
NEW BEDFORD CA vans available, early delivery.

1953 HAWSON 35-cwt. van in exceptional condition, used for light work only, finished in dark blue. Spurling 30-cwt. 3-way van in good condition.

1950 CHOICE of several second-hand BEDFORD vans and Utilites.  
SEVERAL drop-sided trucks and choice of several O-type tippers.

SCAMMELL trailers, several. Inquiries welcomed.

1,000 CU.-FT. pantechicon, O-type chassis and lightweight body, all in above average condition. SEE also articulated vehicles and trailers.

HIRE-PURCHASE, part-exchanges welcomed. Early delivery all types new BEDFORDS.

#### 273 LONDON ROAD,

##### STAINES

Staines 4211 (five lines).

1953 BEDFORD 5-ton A-type long-wheelbase truck, good tyres, good condition, £385.

1952 BEDFORD 5-ton O-type short-wheelbase tipper, 26 engine, very good condition, £295.

BEDFORD O-type long-wheelbase boxvan, 850 cu. ft., very good condition, £195.

1949 BEDFORD 5-ton short-wheelbase tipper, 6-cyl. yd. steel body, excellent order, good tyres throughout, £195.

1951 BEDFORD-SCAMMELL articulated unit, very good condition, good tyres, £175.

WE welcome inquiries for early delivery all types of new BEDFORD commercial vehicles, articulated vehicles and Utilites.

#### 55-61 LONDON STREET,

##### CHERTSEY.

Chertsey 2391.

1953 and 1955 BEDFORD A-type Diesel 5-ton short-wheelbase tippers, in excellent condition, from £425. Cox's Motors (Hill Top), Ltd., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470 and 1047.

BEDFORD-SCAMMELL articulated vehicle in running order with Tasker's interchangeable 23-ft. platform 8-10-ton trailer on 10.50 by 20 tyres, in good condition, £150 complete.

WOODLANDS MOTORS (THUNDERSLEY), LTD., Manor Trading Estate, Church Rd., Thundersley, Essex, South Benfleet 2788. 780-141

BEDFORD OL 4 x 4 chassis and cabs, completely stripped, rebuilt and repainted, and prepared for export, 10.50 by 20 tyres, all 90%, complete with new, uncharged battery, ready for shipment, £200 each.

WOODLANDS MOTORS (THUNDERSLEY), LTD., Manor Trading Estate, Church Rd., Thundersley, Essex, South Benfleet 2788. 780-145

1952 7-ton long-wheelbase BEDFORD truck, one owner, £300.

1954 7-ton long-wheelbase BEDFORD truck, one owner, £400.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 780-182

#### K.J. MOTORS, LTD.

##### BEDFORD OFFICIAL MAIN DEALERS.

1952 BEDFORD short-wheelbase petrol tipper, metal drop-side body, very good, £295.

1958, March, BEDFORD Utilabrace special, finished in ivory and beige with green interior, 6,000 miles only, offered £100 under cost, £550.

WIDMORE RD., Bromley, Kent. Ravensbourne 3456. 780-284

1957, November, BEDFORD C.A.V. 10-12-cwt., one owner, £385. Rogers and Taylor, Ltd., 102 High St., Ramsgate, Thanet 52570. 780-A1873

1956 BEDFORD with Leyland engine, alloy body with bolster and 900 by 20 tyres. Porter Hill, London. East 1651. 782-x1786

5-TON O model BEDFORD long-wheelbase, double-drop-side bodies, choice of two, one with tilt, cheap, to clear, C. W. Grace, Ltd., Maidenhead 126. 781-x1706

BEDFORD, registered 1953, 5-ton short-wheelbase tipper, clean, sound, excellent painted body, very good tyres, £165. Smithy Garage, London Rd., Coventry. Phone, Toll Bar 3131. 780-x1705

1954 BEDFORD Model A 30-cwt. van, one owner, in really excellent condition throughout, for quick sale, £325. H.P. terms arranged. Iver 947. 780-274

1954 BEDFORD A-type drop-sided truck, excellent condition, £295. 11 Prescott Place, Clapham, S.W.4. Macaulay 2264. 780-306

1955 BEDFORD 10-12-cwt. van, £295.

L. H. SPRING, 108 Alexandra Park Rd., N.10. Enter-price 7667. 780-432

1955 BEDFORD 7-ton R6 Diesel tipper, overhauled, lanced, ready for work, £550. E. H. Pickford and Co., Ltd., 39 Duffield Rd., Derby. 780-1923

## Used Goods Vehicles (contd.)

### CAPITAL MOTOR CO. LTD.,

#### BEDFORD MAIN DEALERS. SCAMMELL DISTRIBUTORS.

NEW BEDFORD vans and conversions, early delivery.

1958 D model 25-cwt. 3-way loading van, under list price.  
NEW BEDFORD 10-ton tractor unit, 300 Diesel and 2-speed axle.

1950 (Registered) BEDFORD tractor unit, Diesel, £275.

1952 BEDFORD 4-ton truck, with helper springs, £150.

REMINGTON ST., City Rd., N.1. (Near Angel.) 780-315

CLERKENWELL 7456.

#### BILL WALTON, LTD.

A Good range of BEDFORDS always in stock.

#### CHAPPELL'S GARAGE.

#### 190-6 KENNINGTON PARK ROAD,

##### S.E.11.

Phone, Reliance 1177.

780-353

BEDFORD sided truck, 1955, 5-ton, Diesel, well tired, any inspection, £575.

BEDFORD tipper, petrol, wooden body, very clean, any examination, year 1953, A type, £365. W. D. Monger, Riverside Works, Weardale Rd., London, S.E.13. Lee 2586. 780-x1885

#### Bedford Wanted

A BEDFORD for sale? Phone, Hamilton Motors, 466-490 Edgware Rd., London, W.2. Phone, Paddington 0022 (12 lines). Immediate settlement and best prices. 222-506

7-TON S model required, smashed or burnt out would do.  
MADWAY COMMERCIALS, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 780-35

BEDFORD. All types wanted.

BEDFORD. All types wanted.

PHONE or write.

CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

#### GRE 2033-4.

780-436

#### ADVANCE 5242.

BEDFORDS wanted! Bedford wanted!

BEDFORDS wanted! Bedford wanted!

G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3.

#### ADVANCE 5242.

780-441

WANTED, 30-cwt. Luton van. James, The Nook, Mortimer St., Herne Bay. 780-x1872

#### COMMER

1951 3-ton COMMER boxvan, complete with portable wooden racks, works reconditioned engine, 12,000 miles. Offers to Traffic Manager, A.E.I. Lamp and Lighting Co. Ltd., Rotherwas Works, Hereford. 780-98

COMMER 7-tonner T3J Diesel long-wheelbase drop-side truck, July 1957, low mileage, in excellent condition throughout. Cox's Motors (Hill Top), Ltd., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470 and 1047. 780-89

1949, November, COMMER 7-ton long-wheelbase drop-side lorry, petrol, one owner, £195.

STEVENAGE MOTOR CO., LTD. Stevenage 253-4. 780-164

1957 COMMER Cob, 15,000 miles, £375.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 780-179

COMMER 1950 OX 5-6-ton underfloor-engined 16-ft. boxvan, separate cab, new 7.50 by 20 tyres, one owner, £245. Morris, 506-508 Kingston Rd., S.W.20. Phone, Cherrywood 4568, 1480; night, Cherrywood 4132. 780-192

1950 COMMER Q4 truck, excellent condition, £100 for quick sale. Minter, phone Deal 488. 780-x1876

COMMER Q4 1954-5 5-ton long-wheelbase truck, £325.

SHELDON MOTOR SERVICES, 2119 Coventry Rd., Birmingham, 26. Phone, Sheldon 4386-7-8. 780-251

SMITH AND BLACKWELL, LTD., offer:—

1956 COMMER 8-cwt. van, blue, very good condition, fold-in-floor rear seat, one owner, £375.

1954 COMMER 8-cwt. van, green, very good condition, one owner, £260.

1950 COMMER OX 7-ton short-wheelbase drop-sided truck, £150.

1950 COMMER OX 7-ton long-wheelbase, engine overhauled, platform body, £240.

1950 COMMER Q4 5-ton, good runner, £70.

325 ESSEX RD., Islington, N.1. Caenbury 6481. 780-355

## October 10, 1958—THE COMMERCIAL MOTOR 41

(Supplement)

## Used Goods Vehicles (contd.)

### BURGH HEATH SERVICE STATION.

BRIGHTON RD., Burgh Heath, Surrey. Phone, Burgh Heath 2059.

BURGH HEATH SERVICE STATION, for good used commercials, choice of over 12 5-12-cwt. vans, all makes, from £185-£310. 780-311

1953 COMMER vans, plain, from £265.

L. H. SPRING, 108 Alexandra Park Rd., N.10. Enter-price 7667. 780-431

#### DENNIS

DENNIS Max 8-ton Diesel trucks, unregistered, etc., £420 each.

L. W. VASS, LTD., Amphill, Bedford. Amphill 3255. 781-6677

CHOICE of two DENNIS Mark III O6 oil engines, 1948 manufacture, fitted with 5-speed gearboxes, can be inspected running, £125 each net, ex-works, loaded on transport.

COLBRO, LTD., Wood Lane, Rothwell, Leeds. Phone, Rothwell 2258. 781-6677

ONE DENNIS Diesel engined Pax 6-ton double-drop-side truck, first registered March 1952, generally in 100% condition, including practically brand-new tyres with spare unused, licensed until the end of the year, a really immaculate vehicle, £565. Alma Garages (Bristol), Ltd., 74 Feeder Rd., Bristol, 2. Phone 77667. 780-197

1947 DENNIS Pax lorry, normal control, petrol, long wheelbase, 750 by 20 tyres.

APPLY Dennis Garage, Ltd., Sutton Rd., Wisbech. Phone, Wisbech 745. 780-373

#### DODGE

1953 DODGE 195 P6 long-wheelbase drop-side coal-bodied tipper, very good condition. Geo. H. Kendrick, Ltd., Carters Green, West Bromwich 0778. 780-91

1955 DODGE 106 P6 16-ft. drop-side truck, very good tyres, general condition good, £695. Urquhart and Son, Ltd., Butts Rd., Alton, Hants. Phone 2838. 780-137

1947 DODGE petrol 2-3-ton platform, good engine, £50.

1945 DODGE 5-ton petrol platform, £100. Coltee and Edwards, Ltd., Nottingham, Phone 780-121

#### MAIN DODGE DISTRIBUTORS.

#### FERRARIS OF CRICKLEWOOD, LTD.

200-220 CRICKLEWOOD BROADWAY,

N.W.2.

Gladstone 2234-5-6-7.

ALL new models prompt delivery.

FULL range of spares for all models.

SALES and service. Perkins Diesel service.

SEE our Miscellaneous Section advertisement for used DODGE vehicles. 780-225

#### G.T.C. (COMMERCIALS), LTD.

1955 DODGE 5-ton short-wheelbase tippers, 5-cu.-yd. wooden drop-side bodies, very clean, one owner, choice of two, £425 each.

G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground Station.) Advance 5242-3. 780-442

DODGE 105 P6, long-wheelbase registered No. LY0 72, recent new engine, cab, body, steering box, revalined, price £475. Phone, Watford 36528 ex 11863. 780-208

1951 3-ton boxvan, Ford 4D engine, £395.

EAST GREENWICH GARAGE, LTD., Trafalgar Rd., S.E.10. Gre 4776. 780-204

1955 DODGE 106, P6, 18-ft. platform, good tyres, 5 licence, Metropolitan, perfect condition. Box CM8022, care of "The Commercial Motor." 780-x1899

1947 DODGE 5-ton pantechicon, 1,200 cu. ft., very good condition, £300.

1948 DODGE 5-ton long-wheelbase platform truck, very clean condition, £65.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 780-176

#### Dodge Wanted

WANTED, DODGE, 1951 onwards. Phone or write CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

#### GRE 2033-4.

780-435

#### E.R.F.

1948 E.R.F. 8-wheeler, 6LW engine, 5-speed box, double-drive 24-ft. platform body, in good running order, £650.

1948 E.R.F. 12-ton 6-wheeler boxvan, double drive, 24-ft. body, 6LW engine, 5-speed box, in good running order, £475.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 780-26

FOR sale, surplus to fleet requirements, E.R.F. 12-ton acid tanker, registration FUA.699, original registration date 1.1.38, 5LW Gardner engine, completely overhauled June 1956, new differentials April 1948, six wheels, 9.00 by 20 tyres, fitted 5-speed gearbox with P.T.O., twin-axle drive. Laporte Acids, Ltd., Chemical Works, Leeds 10. Leeds 75267. 780-67

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Used Goods Vehicles (contd.)

**1938** E.R.F., excellent condition for age, £195. Hamblins Garage, Rectory Rd., Rushden 3211. 780-97

**FODEN**

**FODEN** 12-on 6-wheel trucks, unregistered, Gardner 6LW, on 1400 by 20 big single tyres, £900 each. 36 by 8 twin rear, £1,000 each. L. W. Vase, Ltd., Ampthill, Bedford Ampthill 3255. 780-765

**FODEN** 7-ton platform lorry Model DG5, with Gardner 5LW Diesel engine, rebuilt forward control cab, 15-ft. body, in regular use and in good running order, £200. **WOODLANDS MOTORS (THUNDERSLEY), LTD.**, Manor Trading Estate, Church Rd., Thundersley, Essex. South Benfleet 2788. 780-140

**PEPPERS GARAGE (NANTWICH), LTD.**

OFFER FOR SALE:—

**FODEN**, first registered February, 1955, FG6-12 12-ton long-wheelbase drop-side lorry, one C-licence owner, 20-ft. body, mileage under 40,000 from new, taxed to December, price £2,700; special long-term repayments available.

**LONDON ROAD.**

NANTWICH, CHESHIRE.

Phone 65591. 780-173

**1953 FODEN**, 5LW engine, twin steer, 20-ft. platform, 5 tons 10 cwt., £1,200. Cottee and Edwards, Ltd., Nottingham. Phone 52113. 780-120

**FORD THAMES AND FORDSON**

**4X4** WOT6, ex-W.D., delivery mileage only, new and rebuilt trucks, also Canadians. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 780-648

**1955** (Late) Thames 4D Luton van, 800 cu. ft., ideal motor, shop or laundry work, £600. Bucknell and Merchant, Parsons Heath Garages, Colchester 5705-6. 780-6656

**1952** Thames articulated unit, P6 engine, reconditioned cab and gearbox, 5-6-ton Tasker low-loader trailer. Offers to Chasewood Motor Co. Hertford 2446. 780-6662

**1951** P6 Diesel Sussex 8-ton 6-wheeled lorry, very small mileage, £295. **MEADWAY COMMERCIALS**, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 780-36

**1951** P6 Diesel, 5-ton long-wheelbase drop-side truck, one C-licence user only, £245. **MEADWAY COMMERCIALS**, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 780-37

**1955** 4D long-wheelbase Diesel van with well, 800 cu. ft., 2675. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 780-32

**1955** Thames 3-ton long-wheelbase (4-cylinder) 4D heavy-duty Diesel truck, excellent condition and repainted, £525. Bryan Bros., Ltd., The Centre, Bristol 1. 780-150

**TWO** 1947 FORDSON pantechnicons, 900 cu. ft., £80 each. November, FORD 4D truck, £400. 780-177

**1956**, November, FORD 4D truck, £400. **COOMBS COMMERCIAL (GUILDFORD), LTD.**, Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 780-177

**1957** FORD 5-cwt. Thames van, duo colours, in very good condition throughout, £335. **1953** 54 FORD 5-cwt., in very good condition throughout, £150. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 780-237

**1956**, November, FORD 5-cwt. Thames van, one owner, £285. Rogers and Taylor, Ltd., 102 High St., Ramsgate. Thanet 52870. 780-x1873

**1953** FORD 10-cwt. van, 1950 Ford 5-ton Perkins Diesel fixed-tilt truck with roller shutter, available for disposal by tender. Can be inspected at NAAFI Garage, Imperial Way, Station Estate, Balmoral Rd., Watford, between 10 a.m. and 4 p.m. Offers to Controller of Transport (CT.5). NAAFI, Kenningsway, Kennington, S.E.11 not later than October 16. 780-x1703

**1958** Trader 6D, 7-ton long-wheelbase platform body, 9.00 by 20 tyres, 2,000 miles only, reasonable offer. To view, phone near M4 junction 2697. 780-x1866

**F**ORD Thames 5-cwt., 1955, £260. **SHELDON MOTOR SERVICES**, 2119 Coventry Rd., Birmingham, 26. Phone, Sheldon 4386-7-8. 780-253

**1956** FORD 4D 4-tyr. tipper, very good condition, £425. Phone, Doncaster 5671. 780-317

**GORDON KING MOTORS, LTD.**

FORD AND THAMES DEALERS.

**TRADER** 4D Diesel 4-ton chassis, fitted with 1,250-cu.-ft. long-loading Luton body, new and unregistered, ex works, £1,320. **1957** Thames 10-cwt. van, perfect order, 12,000 miles, £275. **1957** Thames 5-cwt. van, all extras, unwritten, choice of many, from £295. **THAMES** 15-cwt. chassis and cab, fitted builder's truck body, new and unregistered, ex works, £285. **HIRE-PURCHASE** deposit now from 10%.

**H**ALL Thames models in stock for early delivery; any body built to your requirements. **MITCHAM LANE**, S.W.16. Streatham 3133-4. 780-282

**1955** FORD 4D 5-ton long-wheelbase platform, good condition throughout, £485. **J. BAKER AND CO. (DORKING), LTD.**, 55-61 E. London St. Chertsey 2391. 780-365

**1955** FORD 4D 5-ton long-wheelbase platform, good condition throughout, £485. **J. BAKER AND CO. (DORKING), LTD.**, 55-61 E. London St. Chertsey 2391. 780-365

Used Goods Vehicles (contd.)

**FRANK G. GATES, LTD.**

MAIN FORD DEALERS,

GATES CORNER, E.18.

Wan 6633.

**1954** FORD 4D long-wheelbase truck, £395.

**1957** FORD Trader 5-ton 6-cylinder petrol truck, £925. **UNREGISTERED** 5-ton FORD 4D Trader chassis and cab, £925. 780-385

**A** 1956 FORD Sussex 6-wheel Diesel van, 34,000 miles, one owner, fitted nearly new tyres, approx. 1,500 cu. ft., aluminium body, no wheel boxes, the whole vehicle being in super condition, has not been working for the past six months, £1,150. **CHURCH ROAD MOTORS, LTD.**, Hadleigh, Essex. Phone, Had 57271; night calls, Southend 47348. 780-412

**KARRIER**

**4X4** Unregistered low-mileage ex-W.D. trucks, c/w winches if required. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 780-649

**LAND ROVER**

**1956** LAND ROVER model, excellent condition, low mileage, £450. **1954**, October, LAND ROVER station wagon, £550. 780-648

**1955** LAND ROVER, excellent condition, many extras, £430. **1955** LAND ROVER, 86-in. wheelbase, with hard top, £425. **COOMBS COMMERCIAL (GUILDFORD), LTD.**, Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 780-178

**LEYLAND**

**1954** LEYLAND Comet tipper, alloy body, good condition. Livesey, Leamington Rd., Ainsdale, Southport. 784-6669

**1953**, November, LEYLAND Beaver, air brakes, very good condition. Curran, 2a Ford St., Liverpool, 3. Central 1978. 780-xA1613

**1952** LEYLAND Octopus 8-wheeler, 600 engine, double drive, 24-ft. drop-side body, one owner, C-licence since new, in excellent order, any trial. **RUSH GREEN MOTORS**, Langley, Hitchin. Herts. Stevenage 175. 780-28

**LEYLAND** Beaver tractor and 20-ton low-loader machinery trailer, K.O. back axle. Box CM801, care of "The Commercial Motor." 780-72

**1946** LEYLAND double-drive 8-wheeler, 8.6 engine, 23-ft. double-drop-side body, unladen weight 6 tons 16 cwt., mechanical sound, fitted 1954 cab, £550. 9 Newthorpe Comm'n, Eastwood, Notts. Phone, Langley Mill 2623. 780-247

**1953** LEYLAND Octopus 8-wheeler, 5-speed gear, box, double-drive axles, 40 by 8 tyre equipment, 24-ft. 6-in. platform body, in very good condition throughout, available end of September, £2,400. **BROWN AND ADAM, LTD.**, Bleachers, Dyers and F. Finishers, Transport Dept., Old Hall St., Kearsley, Farnworth, Lancs. 781-6695

**J. CAMPBELL PARK, LTD.**, offers:—

**1956** LEYLAND Octopus 8-wheel, double-drive, automatic lubrication, in first-class condition and very good tyres. **WE** also have coming in shortly a LEYLAND 8-wheel double-drive, year 1955 at a reasonable price. **J. CAMPBELL PARK, LTD.**, Chidwell Valley Rd., Gateacre, Liverpool. Phone, Gateacre 1331. 780-265

**1950** LEYLAND Steer, 21-ft. platform body, 9.00 by 20 12-ply tyre equipment. **ARLINGTON MOTOR CO.**, High Rd., Fonders End, Enfield, Middle. Phone, How 1266. 780-322

**1949** LEYLAND Comet long-wheelbase truck, Diesel, 900-20 tyres, good condition, various Com parts, £375. Terms. Leytonstone 6817. 780-x1891

**Leyland Wanted**

**WANTED**, LEYLAND Beaver, approximately 1954, 20-ft. wooden flat. State price and condition. Apply Box CM801, care of "The Commercial Motor." 780-286

**MAUDSLAY**

**THREE** unregistered MAUDSLAY 8-ton Diesel trucks, fitted Gardner 4LW engines, excellent condition, £375 each. L. W. Vase Ltd., Ampthill, Bedford. Ampthill 3255. 780-870

**MAUDSLAY** 1946 4LW platform; Leyland 4-cylinder Diesel platform, for the two to clear, £400. Scatts of Nottingham, Ltd., Lambourne Drive, Nottingham. Deer Park 221. 780-108

**1947** MAUDSLAY Mogul, 20-ft. drop-side body, repainted and ready for work, cheap for quick sale. **RYLAND GARAGE LTD.**, Ryland St., Birmingham, 16. Edgbaston 4501-5. Grams, "Diesel." 780-103

**1950** MAUDSLAY twin-steer, rebuilt 1957 with replacement engine, axle, gearbox and new Mercury cab, 21-ft. drop-side body, 10.00 by 20 tyres. G. H. Kendrick, Ltd., Carters Green, West Bromwich 0778. 780-92

**1948** MAUDSLAY Mogul Mk. II, 15-ft. tipping body, twin ram, mechanically sound, chassis cracked, £275. Would dismantle for spares. Body and tipping near by Pilot, 9 Newthorpe Comm'n, Eastwood, Notts. Phone, Langley Mill 2623. 780-246

**MORRIS AND MORRIS COMMERCIAL**

**4X4** Unregistered ex-W.D. M.O.S. rebuilds, also compressor trucks, Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 780-650

**1956** 30-cwt. van, very good condition throughout, unlettered, £400. Weybridge 3265. 780-3

Used Goods Vehicles (contd.)

**1955** MORRIS COMMERCIAL Diesel 5-ton drop-side truck, forward control, long-wheelbase, in sound condition, one owner, £325. H.P. available at HERWIN'S, of Woolwich O16S, Herwin Canny and Co., Ltd., 40 Artillery Place, Woolwich, S.E.18. 780-4

**PALMERSTON OF KINGSTON.**

MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.

**RELIABLE** used vehicles in stock.

**PALMERSTON COMMERCIAL MOTORS, LTD.**, 75-7 Penrhyn Rd., Kingston 5618. 780-201

**1953** 54 MORRIS J-type 12-cwt. van, in exceptionally good condition throughout, £245. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 780-238

**1949** MORRIS 5-cwt., very good condition, £125. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 780-236

**MORRIS** 1954-5 3-ton normal-control Diesel truck, £195. **MORRIS** J-type van, 1951, painted blue, very good all round, £125. **SHELDON MOTOR SERVICES**, 2119 Coventry Rd., Birmingham, 26. Phone, Sheldon 4386-7-8. 780-250

**1954** MORRIS MINOR 1-ton van, £265. **L. H. SPRING**, 108 Alexandra Park Rd., N.10. Enterprice 7667. 780-433

**SCAMMELL**

**SCAMMELL** MH6 and MH1 units and trailers; several special vehicles, pole wagons, low-loaders available. Spares. Tilley's, Ltd., Wolverton, Buckinghamshire. 780-776

**1950** SCAMMELL articulated unit, 6LW engine, 6-in. exceptionally clean and good order since new, 25-ft. platform trailer or 25-ton low-loader trailer. Terms running order, choice of two; £750 each. Also various other good Scammell vehicles in stock. **1949** SCAMMELL rigid 8-wheeler, 24-ft. platform body, 41 by 8 tyres, air brakes, in excellent running order, choice of two; £750 each. **RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 175. 780-14

**1949** SCAMMELL rigid 8-wheeler, 20-ft. platform, air brakes, just come off service owing to alteration of contract, £600. R. Cowdell, 121 Malpass Rd., Newport 59966. 780-240

**MIDLAND ROAD TANK SERVICES, LTD.**, Middlemore Lane, Aldridge. Phone 5291-5-6-7. **SCAMMELL** tractor with 24-ft. 16-ton Scammell flat tractor semi-trailer, in excellent condition. 780-241

**1944** SCAMMELL tractor unit, 6LW engine, very clean, £600. **F. A. DOLMAN, LTD.**, 186 Carlton Avenue, H. Southend-on-Sea. Phone 43262. 780-216

**1944** SCAMMELL tractor, 6LW Gardner engine, fully floating axle on twin 40 by 8 tyres, £600. Kerby Motors, New Southend Arterial Rd., Hornchurch, Hornchurch 776. 780-389

**1952** 6-ton SCAMMELL (Scarab) articulated vehicle. T. and F. Motors, Ltd., 2A Pooles Park, London. N.4. Phone, Archway 4582. 780-376

**SEDDON**

**1950** SEDDON Diesel long-wheelbase drop-sider, one owner, good tyres and condition. **1953** SEDDON Diesel long-wheelbase drop-sider, repainted, ready for work. **1954** SEDDON Diesel long-wheelbase drop-siders, choice of three excellent low-mileage machines at reasonable prices. **SEDDON-TASKER** articulated 10-tonner, 1949, one owner, detachable trailer, cheap for quick sale. **NEW SEDDON** models for immediate delivery. Part-exchanges welcomed. Terms arranged.

**RYLAND GARAGE, LTD.**

RYLAND STREET, BIRMINGHAM, 16.

Edgbaston 4501-5. Grams, "Diesel." 780-105

**1953** SEDDON Mk. 5L long-wheelbase tipper, wooden body, drop-side, ready for work, £600. **1955** SEDDON Mk. 5L long-wheelbase tipper, fixed wooden sides, alloy floor, £750. Cottee and Ltd., Nottingham. Phone 52213. 780-113

**1949** SEDDON long-wheelbase truck, exceptionally clean, mechanically sound, £175. 9 Newthorpe Comm'n, Eastwood, Notts. Phone, Langley Mill 2623. 780-245

**£245.** 1950 SEDDON 7-ton platform lorry, as new throughout, any trial, choice of two. **KIRKHAM'S COMMERCIAL MOTORS, LTD.**, 82 Hilton St., Higher Broughton, Salford, 7. Phone, Broughton 2316 or 2437. 780-256

**1954** SEDDON Diesel P6, long-wheelbase truck, immaculate condition. **1951** SEDDON-SCAMMELL unit, P6 Diesel engine, Eaton 2-speed axle and 23-ft. Scammell trailer, one C-licence owner, £575. **1950** SEDDON Luton van, P6 Diesel engine, approx. 1,100 cu. ft., excellent mechanical condition, £295. Coppel Motors, 92 Broughton Lane, Salford, 7. Phone, Blackfriars 7764. 780-341

**SEDDON** 7-tonner, tipper, rebuilt throughout, £825. S. Jeffrey's Commercial Motors, Neath Rd., Swansea 7288 and 71859. And Beverley St., Port Talbot 2892. 780-454

**SENTINEL**

**1956**, May, SENTINEL 6-wheeler, 6-cylinder U.F. Diesel, S.D., 24-ft. flat, 900 by 20 tyres, good, 5,19.0 unladen weight, very carefully driven and maintained, £1,075 o.n.o. 747 Dunstable Rd., Luton 51451. 780-209

Used Goods

**4X4** Unregistered, Derbyshire. Phone

**1954** THORNTON form b, in ex, THORNTON

**1949** body, excellent order, U.S.H. GREENE R Phone, Steven

**1955** Sturdy form b, condition, fully r, ing nearly new, RYLAND GA 16. Edgaba

**COOMBS**, mal

**1949** THORNTON maintained, £235, COOMBS SEL C Guildford.

**1952** TRO, fitted room, very good, FRANK WATKIN Thornton E

**1952** VU, good condition, E. J. BAKER London

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## Used Goods Vehicles (contd.)

### THORNYCROFT

**4X4** Unregistered ex-W.D. trucks, very good selection. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 222-651

**1954** THORNYCROFT 8-wheeler with 24-ft. platform body, double drive, air brakes, one owner since new, in excellent order, any trial, bargain.

**1949** THORNYCROFT 8-wheeler, 24-ft. platform body, 6LW Gardner engine, air brakes, in excellent order. £750.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Phone, Stevenage 175. 780-1111

**1955** Sturdy Star long-wheelbase, one owner, platform vehicle, late-type cab, excellent tyres and condition, fully recommended for discerning owner requiring nearly new vehicle at less than half list price, £795.

**RYLAND GARAGE LTD.**, Ryland St., Birmingham, 16. Edgbaston 4501-5. Grams, "Diesel." 780-102

**COOMBS**, main Ford dealers.

**1949** THORNYCROFT 5-ton long-wheelbase platform truck, very good order throughout, 100% maintained. £235.

**COOMBS SERVICE STATION, LTD.**, By-pass Rd., Guildford. Phone 62962-3-4. 780-232

### TROJAN

**1955** TROJAN 1-ton long-wheelbase van, one owner, fitted Perkins Diesel engine, 5 ft. 9 in. head room, very good condition, finished primer. £350.

**FRANK WATSON (CROYDON), LTD.**, Thornton Rd., Thornton Heath. Tho 4221. 780-325

### VULCAN

**1952** VULCAN 7G twin-ram tipper, 4-cylinder Gardner Diesel, 6-cu-yd. wooden body, very good condition. £495.

**E. J. BAKER AND CO. (DORKING), LTD.**, 55-61 London St. Chertsey 2391. 780-366

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**FIVE** BEDFORD OL 4 x 4 950-gal. refuellers price £175 each.

**FIVE** 4-wheeled 900-gal. Bowser trailers, price £150 each.

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**FIVE** BEDFORD 200-gal. water tankers, price £90 each.

**FIVE** AUSTIN 4 x 4 fixed-side trucks, price £100 each.

**90** 10-cwt 2-wheeled trailers, fitted steel bodies and 16 tyre components, price £20 each.

**COLDHAMS LANE**, Cherryinton, Cambridge. Phone 783-6635

**1956** September, BEDFORD petrol 7-ton steel-body tipper, owner driven. £685.

**1956** MORRIS Diesel 5-ton tipper, wooden body, £540.

**1956** Thames 4D 1,000-cu.-ft. pantechinon, owner driven. £750.

**1955** Thames 3-ton 4D truck, £450.

**1955** VULCAN articulated unit, P6 engine, Eaton 2-speed axle, Scammell coupling (two), £310 each.

**1951** THORNYCROFT Trident articulated unit, Diesel, Tasker coupling. £265.

**REGISTERED** 1955 (December) rebuilt BEDFORD P6 long-wheelbase high-sided tipper, wooden body, £395

#### R. J. BOWN, L. TD.

##### MAIN FORD DEALERS.

FOR GOOD USED VEHICLES.

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ROOTES GROUP DEALERS.

### NEW VEHICLES FROM STOCK.

**ATKINSON** 8-wheeler, Gardner 6LW, air brakes, double drive, 40 by 8 tyres.

**COMMER** 7-ton Rootes Diesel, air brakes, 13-ft. 6-in. wheelbase.

### USED VEHICLES.

**1952** FODEN, 4LK engine, 4-wheeler, platform body

**1952** BEDFORD 5-ton platform body.

**E.R.F.** 1955 8-wheeler, 6LW engine, platform. 222-776

**MYERS COMMERCIALS, LTD.**, Olympia Buildings, Bradford. Phone 31726. New and used vehicles.

FOR sale, unregistered ex-Government vehicles, many are small mileage and in original condition. Bedford 4 x 4 tractors with winches; Bedford OLs; Bedford 3-5-ton G.S. long-wheelbase trucks; Austin, Ford and Albion G.S. trucks, 4 x 4; A.E.C. Matador, Maudslayi and Dennis Diesels; Morris 4 x 4 1-ton trucks, £65 each; Ford and Willys Jeeps; Carriers with winches; Standard Vanguard pick-ups; Hillman 10 pick-ups; several Ford 10-cwt vans; and 1955 Seddon 25-cwt Diesel. Thomas, South St., Wells Somerset. Phone 3193. 782-6660

## Used Goods Vehicles (contd.)

### ROOTES, L. TD.

OFFER FOR SALE THE LARGEST STOCK OF

### USED VEHICLES

FROM THIS SELECTION.

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LADBROKE HALL, BARLEY ROAD.

LAD 3332.

**1958** COMMER 1-ton Diesel van, primer, 1,000 miles. £980.

**1958** KARRIER Bantam 3-ton long-wheelbase truck, Diesel, green, 6.50 by 20 tyres, 3,000 miles. £1,050.

**1958** COMMER 7-ton long-wheelbase truck, Diesel, power steering, air brakes, heater, red, 7,000 miles. £1,775.

**1957** COMMER 10-ton tractor, Scammell coupling, primer with new Diesel engine not yet run, £1,375.

BIRMINGHAM, 18.

GREAT HAMPTON STREET.

CEN 8411.

**1950** COMMER forward-control 5-ton petrol platform truck. £145.

**1950** COMMER forward-control 7-ton petrol drop-sider, £165.

**1951** BEDFORD 5-ton petrol drop-sider, £190.

**1956** December, COMMER express delivery van, 2-tone grey, £325.

**1952** COMMER 25-cwt. forward-control van, £100.

**1947** COMMER 2-3-ton tipper, £75.

MANCHESTER, 15.

OLYMPIA, CHESTER ROAD,

BLA 6677.

**1953** February, FORD 2-3-ton van, good tyres, painted blue, good condition. £175.

**1951** March, BEDFORD 7-ton tipper, R6 engine, coachbuilt cab, wrapped-round screen, twin tipping gear, good condition. £300.

**1952** November, THORNYCROFT Trident, Diesel engine, 8-ton tipper, twin rams, good condition, £300.

MAIDSTONE.

LEN ENGINEERING WORKS.

PHONE 3333.

**1955** FORD 4D truck, Diesel, blue, £425.

**1956** FORD Thames 4D tipper, Diesel, green, £665.

**1955** COMMER Express delivery van, petrol, golden sand, £335.

**1951** AUSTIN A40 van, petrol, blue, windows and seats, £225.

ROCHESTER.

HIGH STREET.

CHATHAM 4231.

**1948** AUSTIN 3-way van, brown, one owner, good running order, good tyres, £139.

**1953** COMMER 3-4-ton pick-up, one owner, excellent mechanical condition, good tyres, £275.

**1957** COMMER ED van, blue, one owner, as new, excellent condition. £479.

**1945** FORDSON 4-ton van, brown, one owner, £99.

**1953** BEDFORD drop-side truck, one owner, good condition, good tyres, £325.

**1950** November, Bradford van, green, mechanically sound, good tyres. £159.

**1956** BEDFORD van, brown, one owner, heater, radio, windscreen washers, tubeless tyres, excellent condition. £349.

**1956** COMMER Cob light van, beige, one owner, passenger seat, excellent condition. £369.

**1957** COMMER Cob light van, green, one owner, good condition, heater. £425.

**1957** COMMER ED van, grey, one owner, as new, excellent condition. £479.

**1952** Bradford van, green, serviceable condition, £90.

CANTERBURY.

THE PAVILION.

PHONE 3232.

**1958** COMMER 7-ton (Diesel) long-wheelbase drop-side truck, fitted with air brakes and absolutely as new. £1,695.

**1957** STANDARD VANGUARD van, small mileage. £425.

**1957** COMMER Cob van, fitted passenger seats, £415. 780-270

### SELLERS AND BATTY (SALES), L. TD.

COMMERCIAL VEHICLE SPECIALISTS.

Phone, Peterborough 4048; Midgate 320.

### E.R.F., FORD, SENTINEL.

NEW E.R.F. heavy-duty 4-wheel tractor unit, fitted Rolls-Royce oil engine, air brakes, double reduction rear axle, D.B. 10-speed gearbox, exhaust brake equipped for twin-line air trailer brakes, heavy-duty specification throughout, immediate delivery, special price.

**1954** FORD Thames ETT platform lorry, fitted Perkins P6, general condition very good.

**NOVEMBER, 1955** ALBION Chieftain, fitted Homalloy full-vision cab and 17-ft. wood drop-side body, tyre equipment 75%, immaculate vehicle, £1,100.

**1955** SENTINEL light 6-wheeler, 4-cylinder D.I. engine, servo brakes, 22-ft. platform body, general condition very good.

**1955** SENTINEL DV4, D.I. engine and vacuum brakes, wheelbase 14 ft. 9 in. for 20-ft. bodywork, would sell as chassis and cab.

**1954** FORD 3-ton 4D standard drop-side body, good tyres, used on light work only. £325.

**1948** E.R.F. Model C-14 platform lorry, fitted Gardner 4LW, tyre equipment very good.

### PART-EXCHANGES

#### AND

#### H.P. TERMS

AVAILABLE.

October 10, 1958—THE COMMERCIAL MOTOR 43

(Supplement)

## Used Goods Vehicles (contd.)

### RUFFORD MOTOR CO., L. TD.

OFFER:—

NEW E.R.F. 8-wheel double-drive, 6-cylinder Gardner engine, 21-ft. alloy-bodied hydraulic tipper, special A licence can be supplied East Midlands, Metropolitan or North Western Area.

NEW DODGE 7-ton 6-wheel Boy's tipper.

NEW DODGE 7-ton 15-ft. hydraulic tipper, new type, or long-wheelbase 20-ft. flat, can be supplied with special A licence Yorkshire or East Midlands Area.

**1948** ATKINSON 8-wheel double-drive 21-ft. hydraulic tipper, Edbro gear, 6-cylinder Gardner engine, 40 by 8 tyres.

**1952** FODEN 8-wheel double-drive 22-ft. steel-body hydraulic tipper, 2-stroke engine, very clean, £2,400.

**1946** LEYLAND Hippo 6-wheel double-drive 18-ft. steel-body hydraulic tipper.

ANY of the above machines can be supplied with Metropolitan, East Midlands or North Western Area special A licence.

**1956** FORD D 12-ft. hydraulic tipper, high-sided.

**1950** DENNIS Pax short-wheelbase hydraulic tipper, new P6 engine, resprayed.

**1954** SEDDON 14-ft. hydraulic tipper.

**1956** SEDDON long-wheelbase hydraulic tipper, very clean, choice of two.

**1955** Rebuilt E.R.F. twin-steer 16-ft. alloy-bodied hydraulic tipper, 5-cylinder Gardner, £750.

**1956** BEDFORD long-wheelbase 7-ton hydraulic tipper, 15-ft. drop-sided body.

**1954** DODGE long-wheelbase hydraulic tipper, very clean.

**1951** ALBION Chieftain 16-ft. flat.

**1940** E.R.F. long-wheelbase steel-bodied hydraulic tipper, new tyres, 4-cylinder Gardner.

**1949** FODEN 4-wheel, fitted 4LW Gardner engine, 18-ft. flat.

**1952** ATKINSON 22-ft. hydraulic tipper, drop-sided body, 40 by 8 tyres.

**1955** LEYLAND Comet, 18-ft. alloy body, new engine.

**1954** (Late) DODGE 6-ton, 13-ft. drop-sided body, Edbro gear.

**1947** A.E.C. 6-wheel 2,500-gal. tanker with pump.

**1956** SENTINEL 18-ft. flat, £300.

**1957** September, 7-ton BEDFORD short-wheelbase steel-bodied hydraulic tipper, 24,000 miles.

**1942** ATKINSON 8-wheel double-drive, 6-cylinder engine, 19-ft. hydraulic tipper, recently rebuilt new chassis.

CHOICE of 50 other trucks from £50 upwards.

### M. HILL GARAGE.

CHESTERFIELD ROAD NORTH.

MANSFIELD.

Phones 2314-5. 780-80

## CHURCH ROAD MOTORS (SOUTHEND-ON-SEA), L. TD.

### DODGE MAIN DEALERS FOR S.E. ESSEX.

**1956** DODGE 7-ton long-wheelbase truck, 18-ft. 6-in. body, one owner, exceptional condition, well tried.

**1956** FORD Sumex 6-wheel 7-8-ton van, 1,500 cu. ft., all aluminium van body, one owner, super condition.

**1953** DODGE 7-ton long-wheelbase truck, completely reconditioned.

**1953** DODGE 2-3-ton van, all aluminium body, roller shutter rear, one owner.

**1954** DODGE 6-ton long-wheelbase 106 P6 platform truck, one owner exceptional condition.

**1952** BEDFORD 7-ton long-wheelbase truck, one owner, overhauled.

**1950** SEDDON 6-ton truck, with or without twin ram tipping gear.

**1956** FORD 5-ton ET6 drop-side truck, one owner, very low mileage.

**1954** BEDFORD 7-ton Diesel platform, choice of two vehicles, Bonalack bodies, with 3-ton special 5 licences, Metropolitan area.

**1949** ALBION 8-ton Chieftain platform, new factory engine fitted last month, 3-ton 12-cwt. Special 5 licence, Eastern area.

NEW FORD Trader 7-ton tipper, list.

### IMPERIAL GARAGE.

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### L. A. MITCHELL (MOTORS), L. TD.

#### DODGE DISTRIBUTORS.

#### PERKINS DIESEL SIGNHOLDERS.

NEW MORRIS B.M.C. Diesel short-wheelbase chassis and cab, £1,408 11s. 8d.

**1955** September, DODGE 105 P6 trucks, R.25 by 20 tyres, choice of two, £650 each.

**1955** A-type BEDFORD Diesel short-wheelbase tipper, £675.

**1950** DODGE 105 trucks, very clean, choice of three from £200.

**1950** DODGE 105 truck, fitted Diesel engine, very good tyres, £350.

**1953** BEDFORD 5-ton short-wheelbase truck, £325.

**1954** November, DODGE 7-ton Model 146AR6 drop-side truck, 2-speed axle, very clean vehicle, £775.

**1957** MORRIS 1-ton van, taxed, £345.

**1953** TROJAN large-capacity Diesel van, £325.

**1951** DODGE 105 P6 with tilt, £375.

**1** BALHAM HIGH RD., S.W.12. Phone, Bal 2234. 780-193

Used Goods Vehicles (contd.)

**S. HUGHES (COMMERCIAL), LTD.,**  
Lodge Garage,  
Whitehall Road West,  
Gomersal, near Leeds.  
Phone, Dudley Hill 1144-9.

OFFER FOR IMMEDIATE DELIVERY:—

**NEW VEHICLES**

**E.R.F.**, 6LW, 5-speed box, double drive, 8-wheeler chassis and cab.  
**A.E.C.**, 9.6, double drive, 8-wheeler chassis and cab.  
**A.E.C.**, 9.6, 5-speed box, single drive, 8-wheeler chassis and cab.  
**FODEN**, 6LW, double drive, 12-speed box, air brakes, 8-wheeler chassis and cab.  
**A.E.C.**, Mercury, Mk. 1 and 2.  
**ALBION** Clydesdales, 18-ft., 6-in. and 22-ft. bodies.  
**A Leyland** Comet engines, 6-speed box; choice of four.  
**ALBION** Chieftains, 19-ft. bodies.  
**LEYLAND** Comet, forward-control long-wheelbase 8-wheeler chassis and cab.

**USED 8-WHEELERS.**

**1954** A.E.C., 9.6 double drive.  
**1954** ALBION, 11.3, double drive, 24-ft. flat.  
**1953** FODEN 2-stroke, latest Mk. V engine.  
**1953** LEYLAND 8-wheeler.  
**1951** LEYLAND 8-wheeler.  
**1950** FODEN 6LW, double drive, choice of three.  
**1948** LEYLAND 8-wheeler.

**USED 6-WHEELERS.**

**1956** ALBION Reiver, Leyland Comet engine, immaculate.  
**1955** ALBION Reiver.

**USED 4-WHEELERS.**

**1958** COMMERCIAL 2-stroke, choice of two.  
**1955** SEDDON, long wheelbase.  
**1955** SEDDON, choice of three.  
**1955** COMMERCIAL 2-stroke.  
**1953** DODGE R6, immaculate.  
**1952** ALBION Chieftain, long-wheelbase, choice of two.  
**1948** ALBION CX, choice of four.  
**1945** E.R.F., choice of 10 from £350 each.

**USED TWIN STEERS.**

**1954** ATKINSON 5LW, twin steer.  
**1949** E.R.F., twin steer.  
**1948** MAUDSLAY twin steer, choice of three.  
**C** CHOICE OF 100 flats.

**USED TIPPERS.**

**1954** BEDFORD A-type, petrol, fitted 13-ft. bodies, choice of four.  
**1950** FODEN, fitted new Milshaw gear and 22-ft. 6-in. alloy body.  
**1948** FODEN, fitted new Milshaw gear, stabilizers and body, 6LW, double drive.  
**S** SPARE parts for all types of Foden, E.R.F., Dodge, Bedford and A.E.C. Engines by Perkins, Gardner 4, 5- and 6-cylinder, A.E.C. 7.7, cheap to clear.

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**CHARLES WENSLEY AND SONS, LTD.,**

OFFER THE FOLLOWING:—

**1947** BEDFORD 5-ton short-wheelbase tipper, metal body, £125.  
**1950** BEDFORD 5-ton short-wheelbase tipper, wooden body, £150.  
**1949** BEDFORD 5-ton long-wheelbase with chassis extension, 16-ft. 6-in. body, P6 engine, £360.  
**1949** BEDFORD 5-ton long-wheelbase tipper, P6 engine, £300.  
**1947** AUSTIN 5-ton long-wheelbase tipper, new engine last year, £125.  
**1946** MORRIS 5-ton long-wheelbase platform truck, £110.  
**1949** FORDSON 5-ton long-wheelbase platform truck, P6 engine, well tired, £325.  
**1952** BEDFORD 7-ton long-wheelbase platform truck, petrol, well tired, £230.

HIRE-PURCHASE RESTRICTIONS NOW REMOVED.

**CHARLES WENSLEY AND SONS, LTD.,**

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RUTLAND STREET GARAGES,  
SWINTON.

**AGENTS FOR ALL ATKINSON VEHICLES.**

**1957** BEDFORD 7-ton articulated, Meadows engine, 23-25-ft. trailer, Scammell couplings, low mileage, £1,425.  
**1957** AUSTIN A50 van, new look, clean, 18,000 miles, £450.  
**1957** FORD 5-cwt. van, new condition, £345.  
**1956** March, AUSTIN A40 van, 10 cwt., £295.  
**1956** AUSTIN Loadstar 2-ton long-wheelbase truck, latest type, £545.  
**1956** BEDFORD short-wheelbase tipper, petrol, A type, excellent condition, £525.  
**1955** COMMERCIAL T33 long-wheelbase chassis and cab, nice condition, £850.  
**1955** COMMERCIAL 3-ton boxvan, Balco extension, extended chassis, £395.  
**1955** MORRIS LDI 30-cwt. van, 9,000 miles only, as new, £475.  
**1955** December, STANDARD VANGUARD estate car, with all extras, £495.  
**1955** December, AUSTIN A40 gown van, £425.  
**1955** December, short-wheelbase BEDFORD Diesel A-type tipper, choice of four, steel bodies and wood bodies, each £650.  
**1955** December, 7-ton BEDFORD short-wheelbase tipper, steel body, 825 by 20 tyres, £695.  
**1954** BEDFORD Luton van, walk-in tailgate, 11.50 cu. ft., A-type Diesel, fibreglass roof, nice machine, £850.  
**1954** SEDDON, Diesel P4 engine, roller shutter sides, very clean, choice of two, £495.  
**1954** December, BEDFORD short-wheelbase tipper, steel drop-side body, A-type Diesel, £625.  
**1954** MORRIS LDI Personnel carrier, 12 seats, 12,000 miles only, £475.  
**1954** December, AUSTIN A70 gown van, specimen, £425.  
**1954** September, BEDFORD 30-cwt. van, A-type petrol, £195.  
**1954** October, BEDFORD Diesel R6, modified 21-ft. flat, clean, £495.  
**1954** (Late) BEDFORD long-wheelbase, Homalloy body, A-type petrol, original, £495.  
**1954** BEDFORD boxvans separate cab, A-type petrol, platform loader, choice of two, each £395.  
**1953** June, FORD 2-ton 4D van, very clean, £425.  
**1953** (Late) BEDFORD truck, long-wheelbase, sideboards, petrol A-type, choice of two, £395.  
**1953** ETS FORD 1,450 cu. ft. Luton van, platform loader, Perkins P6 Diesel, £725.  
**1951** SEDDON Articulated, Eaton 2-speed, David Brown box, 23-ft. or 25-ft. trailer, Scammell coupling, £795.  
**1949** AUSTIN drop-side truck, Perkins P6, 750 by 20 tyres, to clear, £160.

**USED SPARE ALL VEHICLES,**

**PHONE, SWINTON 1855.**

**HEAD OFFICE:—**

5 MARSDEN COURT, MANCHESTER, 4.

Blackfriars 6037.

After hours: Haigh (near Wigan) 049 or Wigan 3035.

GARAGE OPEN DAILY, INCLUDING SUNDAY.

Week-end 10 to 5.

780-239

**WILDE AND BENNETT, LTD.**

**BRAND** new COMMERCIAL T33, Albion Chieftain, Bedford and similar 7-10-ton long-wheelbase lorries, with special A licences, East Midlands, North West, Metropolitan, Yorkshire and South Eastern areas.  
**BRAND** new BEDFORD and Commer articulated lorries, with special A licences North West area. Prices on request.

**1957** GUY 8-wheel lorry, double drive, 25-ft. drop-side body, air brakes, etc., very small mileage and has been carefully used and maintained by owner-driver and is as new, fitted many extras, cost £5,300, our price for quick disposal only £3,450, or available with special A licence most areas.

**1957** BEDFORD, Vauxhall Diesel, 7-ton long-wheelbase drop-side lorry, 17 ft. 6 in. by 7 ft. 6 in., excellent appearance, as brand new, with special A licence North West area, price £1,950 or will split.

**1958** June, Kew DODGE 8-9-ton long-wheelbase, Eaton 2-speed axle, 10.00 by 20 tyres, cab heaters, many other extras, 19-ft. drop-side body, mileage 12,000 only, been owner-driven and maintained, as brand new, with special A licence four tons, North West area, only £3,150.

**1956** Model COMMERCIAL T33 7-ton long-wheelbase drop-side lorry, very clean, £975, or available with special A licence North West area.

**1955** A.E.C. Mercury 10-ton long-wheelbase lorry, 21-ft. platform, very clean condition, with special A licence 4 tons 5 cwt., North West area, £2,450.

**1947** BEDFORD-SCAMMELL articulated lorry, Perkins P6 engine, very clean, with special A licence North West area, price £1,950 or will split.

**1955** BEDFORD 7-ton long-wheelbase lorry, 9.00 by 20 tyres, clean and good condition, with special A licence 3 tons, Eastern, Metropolitan, South Eastern, North West and Northern areas.

**1950** VULCAN Diesel 6-7-ton long-wheelbase lorry, recently fitted reconditioned engine and mainframe, first-class condition, 17-ft. 6-in. platform, with special A licence 3 tons, North West and Northern areas, £1,350.

**1951** FODEN 15-ton 8-wheel lorry, ex-I.C.I., clean condition, to clear, only £950, or available with special A licence most areas.

**1951** BEDFORD 5-ton long-wheelbase lorry, with special A licence North West and Northern areas, only £975.

**1954** AUSTIN forward control 5-ton long-wheelbase tipper, only £375.

**1952** THORNycroft Sturdy Diesel 6-7-ton long-wheelbase lorry, to clear, only £250.

**1941** A.E.C. Monarch 10-ton long-wheelbase lorry, 7.7 engine, to clear, only £175.

**TERMS AND EXCHANGES.**

**WILDE AND BENNETT, LTD.**

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

After hours: 350.

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Used Goods Vehicles (contd.)

**FORD AND SLATER, LTD.**

THE vehicles advertised have been conditioned up to our well-known standard and are covered by our

**USED GOODS VEHICLES WARRANTY.**

SIGNED by a director of the company.

**1956** DODGE R6, steel lined timber tipping body.  
**1953** DODGE 5-ton P6 flat.  
**1954** BEDFORD 7-ton R6 long-wheelbase timber tipper.  
**1954** COMMERCIAL Q4, P6 long-wheelbase drop-side truck.  
**1955** August, AUSTIN P6 tipper.  
**1951** AUSTIN P6 drop-side truck.  
**1949** COMMERCIAL Q4 5-ton van.  
**1953** LEYLAND Comet, long-wheelbase timber flat.  
**1955** November, DODGE 5-ton P6 drop-side truck, fitted with a 2-speed axle.  
**1946** October, MORRIS-COMMERICAL, 16-ft. 6-in. timber platform, petrol.  
**1957** February, AUSTIN 3-ton B.M.C. Diesel engine, timber platform.  
**1952** BEDFORD 3-ton 500-cu.-ft. van, petrol.  
**1951** MORRIS 5-ton tipping lorry, 10-ft. timber drop-side body.  
**1942** LEYLAND Beaver, 18-ft. timber flat, an excellently kept vehicle.  
IF the vehicle you require is not amongst the above, please contact us as stocks are constantly changing.

**FORD AND SLATER, LTD.**

GWENDOLEN ROAD, LEICESTER.

Phone 36117-9.

780-79

**JESSUPS (STRATFORD), LTD.,**

125-134 HIGH STREET,

STRATFORD, E.15.

Maryland 4366.

**BEDFORD MAIN DEALERS AND PERKINS**

SIGNHOLDERS.

**1954** DENNIS Stork Diesel 3-ton van, one owner, £475.  
**1956** SEDDON 3-ton Diesel truck and tilt, £550.  
**1955** BEDFORD short-wheelbase tipper, petrol, £495.  
**1954** BEDFORD 8-ton Scammell unit, Diesel, with 30-ft. pole trailer, £575.  
**1950** BEDFORD 5-ton long-wheelbase tipper, £195.  
**S** SELECTION 10-12-cwt. vans, Dormobiles, etc. 780-1

**CHASESIDE MOTOR CO., LTD.,**

GREAT CAMBRIDGE ROAD,

ENFIELD, MIDDLESEX.

FORD MAIN DEALERS.

Phone, Enfield 3456.

**1943** TV FORDSON 5-ton truck, petrol engine, green canvas cover and hook sticks, good running order, £150.  
**A** Choice of two BEDFORDS 10-12-cwt. vans, 1954 and 1955, Reupraved and in fine condition. Ideal for deliveries, £250 and £295.  
**1956** MORRIS 10-12-cwt. van, special high body with roller shutter. Suitable for gowp or dry cleaning, etc. This vehicle is exceptionally good throughout. Small mileage, £275. 780-54

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**COMMERCIAL VEHICLE SPECIALISTS.**

**ATKINSON, DODGE, AUSTIN, FORD.**

**1956** SEDDON short-wheelbase tipper, overhauled, immediate delivery.  
**1954** DODGE 7-ton short-wheelbase tipper, R6 engine.  
**1955** DODGE 6-ton 16-ft. drop-side body, two-speed axle, P6 engine.  
**1954** AUSTIN 2-ton Loadstar drop-side truck.  
**1950** DENNIS Jubilant rigid 8-wheeler, 24-ft. platform body.

**PRAILLS (HEREFORD), LTD.**

HOLMER ROAD, HEREFORD.

Phone, Hereford 4221.

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**COMMERCIAL**, 1953, 5-ton meat container van, in excellent condition, painted to choice.  
**MORRIS** 30-cwt. truck, March, 1938, cheap to clear.

**MORRIS** 5-ton forward-control tippers, 1952-53, choice of four, in fair condition.  
**MORRIS** Minor pick-up truck, January, 1955, in good condition.

**BEDFORD** Perkins articulated 6-wheeler, August, 1954, service engine, new tyres, trailer rebuilt, in very good condition throughout.

**THORNycroft** platform Diesel, January, 1946, reconditioned engine, in very good condition.  
**BEDFORD** 2-ton long-wheelbase van, in excellent condition, October, 1946.

**NEWCASTLE (STAFFS) MOTOR CO., LTD.,**

NEWCASTLE ROAD,

TRENT VALE, STOKE-ON-TRENT.

Phone 64621-2-3.

780-165

Used Goods

**LAWSON**

OFFICIAL  
BEDFORD

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## Used Goods Vehicles (contd.)

### LAWSON PIGOTT MOTORS, LTD.

OFFICIAL BEDFORD MAIN DEALERS.  
BEDFORDS ARE OUR BUSINESS.

THE new BEDFORD normal-control 5-ton long-wheelbase chassis-cab. Diesel.  
THE new BEDFORD normal-control 8-ton tractor unit. Diesel.  
THE new BEDFORD normal-control 7-ton short-wheelbase chassis-cab. Diesel.  
EARLY delivery most models of the new BEDFORDS.  
Our after-sales service second to none; inquiries welcomed and promptly dealt with.  
1954 BEDFORD 10-12-cwt. vans and Utilities.  
1950 BEDFORD 5-ton boxvan.  
1952 BEDFORD-SCAMMELL 8-ton tractor. Diesel.  
1954 BEDFORD-SCAMMELL 8-ton artic. Diesel.  
1954 BEDFORD-SCAMMELL 8-ton artic. Diesel.  
1957 FORD Thames 5-cwt. van.  
1955 FORDSON 2-ton Diesel van.

### BEDFORD LUTON VANS.

NEW coachbuilt bodies, the very best workmanship, pleasing appearance, integral cab, easy walk-in loading well, tailboard and two top rear doors. 1,000-cu.-ft. capacity, approx. unladen weight 2 tons 17 cwt., in primer paintwork. Bedford 4-ton O-model chassis, overhauled, with heavy-duty engine and synchromesh gearbox, fully guaranteed, specification and photograph on application.  
PART-EXCHANGES? Certainly!  
FULL hire-purchase facilities.

PHONE, BARNET 1061.

SALES staff in attendance until 5 p.m. on Saturdays.

184-6 EAST BARNET ROAD,

NEW BARNET,  
Phone, Barnet 1061.

AND

720 KING STREET, HAMMERSMITH,  
LONDON.

Phone, Riverside 4111. 780-221

1955 GUY Wolf, P4 engine, forward control, 15-ft. truck body.  
1940 ALBION KL127, Gardner 4LK, 15-ft. 6-in. truck body.  
1944 ATKINSON 8-wheel double-drive chassis and cab only, A.E.C. 7.7 engine, 065 gearbox.  
1955 GUY Otter, 4LK engine, 2-speed rear axle, 17-ft. platform, special A licence, recently overhauled.  
1942 LEYLAND TSC18, E39 engine, 20-ft. platform body.  
1948 COMMERCIAL cattle truck, P6 engine.  
1953 GUY Otter, P6 engine, 15-ft. platform body.  
1953 FORD Sussex, P6 engine, 20-ft. platform body.  
1953 SEDDON, P4 engine, 14-ft. 6-in. platform body.  
1953 ALBION 8-wheel tipper, 6-cylinder Diesel engine, aluminium tipping body.  
1955 FORD 4D, Diesel engine, 15-ft. 3-in. platform body.  
1955 BEDFORD, A type, P6 engine, 18-ft. platform body.  
1956 A.E.C. Twin Steer, 9.6 engine, 21-ft. platform body.  
BUTTERFIELD tank on Dyson trailer, three compartments, 2,950 cu. ft. capacity, plastic lined.  
SEMI-TRAILER insulated container van, 22 ft. 6 in. by 7 ft. by 7 ft.  
LL-METAL tipping body, underfloor twin-ram tipping gear, 19 ft. 8 in. by 8 ft. 3 in. by 2 ft. 4 in.

WRITE, PHONE, CALL.

### USED UNITS.

WHITTEFIELD, BURNLEY.

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BARNLEY ROAD, SOUTH ELMSALL,  
NEAR PONTEFRAC.

Phone, Elmsall 276-7-8.

### USED VEHICLES.

ATKINSON 4-wheeler, 1955, fitted with Gardner 4LK engine, 2-speed axle and 16-ft. 6-in. alloy platform, owner-driven from new.  
ALBION 6-wheeler Model CX5, March, 1950, with double-drive bogie and 24-ft. platform body.  
ALBION Reiver 6-wheeler, December, 1955, with A Leyland Comet engine and fitted with a new 22-ft. 6-in. platform body.  
LEYLAND Comet 90 Model ECO2R, July, 1955, short-wheelbase tipper, good tyres.  
A.E.C. Mammoth Major 8-wheeler, 1936, 7.7 engine, double drive, 24-ft. platform.  
BEDFORD 5-ton long-wheelbase, 1949.  
B.E.R.F. December, 1945, fitted with 7.7 engine and 18-ft. platform body.  
BEDFORD 10-12-cwt. van, 1953, in clean condition.  
LEYLAND Hippo double-drive 24-ft. platform body, 1948.

PART-EXCHANGES.

HIRE-PURCHASE AND HIRING AGREEMENTS.

CENTRAL GARAGE,  
SOUTH ELMSALL.

780-169

## Used Goods Vehicles (contd.)

### THE MILLBURN ORGANIZATION.

PRESTON, LONGTON, LANCs, 3255-6.  
GLASGOW BELL 0073.  
CARLISLE 25422.

AUTHORIZED DEALERS.

ALBION AND FORD COMMERCIALS.

IMMEDIATE DELIVERY

FROM STOCK.

NEW ALBION Reiver 6-wheel chassis, Leyland Diesel unit, 6-speed gearbox.  
NEW ALBION Clydesdale chassis, 6-speed gearbox.  
NEW TYPE ALBION Chieftain chassis and cab.  
NEW Thames Traders, 6-cylinder Diesel engines, 5- and 7-ton models. Other Thames models 3 cwt. upwards.  
NEW YORK 25-ft. semi-trailers with Scammell couplings.  
1952 VANGUARD 10-cwt. van.  
1951 ATKINSON 4LK long-wheelbase tipper.  
1949 MAUDSLAY 8-wheeler, 9.6 A.E.C. power unit, good mechanical order.  
1948 SEDDON, P6 unit, good order.  
A.E.C. Matador 4 x 4, unregistered, petrol unit, all as new and complete with winch.

### FORK LIFT TRUCKS.

FORK lift trucks, 3,000 to 6,000 lb. capacity, 9-ft. and 12-ft. lift, also Morris Versatile 5-ton mobile crane electrically operated, with Perkins P4 Diesel unit mounted on 4-wheel chassis, all in new condition.

### MILLBURN MOTORS (PRESTON), LTD.

WALMER BRIDGE, LONGTON, PRESTON.  
Phone, Longton, Lancs, 3255-6. 780-402

FOR

USED BEDFORDS

OR

NEW BEDFORDS.

TOM BYATT, LTD.,

OFFER THE BEST DEAL

IN THE

MIDLANDS.

1954 BEDFORD 7-ton, long-wheelbase (Diesel), drop-side (first registered December, 1953), new engine, guaranteed, £625.  
1951 BEDFORD O-type, 5-ton, long-wheelbase (Diesel), drop-side, new 15-ft. body, repainted red, guaranteed, in excellent condition, £325.  
1942 BEDFORD 8-ton, O-type tractor unit, with semi-drop-frame trailer, well tired, £120.  
1950 BEDFORD O-type, 5-ton, long-wheelbase (petrol) tipper, on excellent tyres, completely reconditioned, £265.  
1955 BEDFORD 10-12-cwt. van, £300.  
1955 MORRIS J-type van, £190.  
1952 FORD 10-cwt. van, £120.  
NEW BEDFORD vehicles (all models) in stock or early delivery.

CONFIDENTIAL HIRE-PURCHASE TERMS.  
WANTED URGENTLY, BEDFORD TRUCKS OF EVERY DESCRIPTION IN PART-EXCHANGE.  
SEND FOR OUR COMPREHENSIVE LIST OF GOOD USED MACHINES.

BUY YOUR BEDFORD AT BYATTS.

TOM BYATT, LTD.

FENTON, STOKE-ON-TRENT.

TERMS. EXCHANGES.

Phone, Stoke-on-Trent 48581 (six lines). 780-268

### HALE MOTORS (TOTTENHAM), LTD.

THE HALE, N.17.

Tottenham 7771 (four lines).

### VANS.

1956 BEDFORD 10-12-cwt. C.A.V. van; choice of two, both unregistered.  
1950 BEDFORD 30-cwt. gown van with reconditioned engine.  
1957 COMMERCIAL Express delivery van, fitted heater, low mileage.  
1953 COMMERCIAL 2-ton boxvan, large capacity, integral cab; also 1951 similar; both with side loading doors.  
1953 FORD 10-cwt. gown van, good order and appearance.  
1957 FORD 7-cwt. van, plain green, extra seat, wipers, etc.; choice of two.  
1956 MORRIS 1-ton van, low mileage.

### TRUCKS.

1956 AUSTIN A40 pick-up truck, 20,000 miles, very clean vehicle.

### NEW VEHICLES.

AUSTIN, Ford, Rootes Group.  
A COMPREHENSIVE stocks always held.

780-266

October 18, 1958—THE COMMERCIAL MOTOR 45  
(Supplement)

## Used Goods Vehicles (contd.)

### BROWNHILLS MOTOR SALES,

PHONE, BROWNHILLS 2307, 2336.

ALL MODELS LEYLAND, ALBION, SCAMMELL.  
7 TO 10 DAYS DELIVERY.

24-HOUR HEAVY DUTY BREAKDOWN RECOVERY SERVICE.

1943 A.E.C. 8-wheeler, 16-tonner.  
1938 ALBION drop-side, P6 engine, 8-tonner.  
1948 SEDDON articulator, P6 engine, 12-tonner.  
1950 SEDDON drop-side, P6 engine, 8-tonner.  
1950 COMMERCIAL, petrol, chassis and cab.  
1948 COMMERCIAL, petrol, chassis and cab.  
1953 GUY chassis, 4LK engine, fitted new cattle box.  
1947 MAUDSLAY drop-side, 10-tonner.  
1954 LEYLAND Comet, 14 ft. 6 in., 17-cu.-yd. tipper.  
1958 BEDFORD tractor unit, Scammell coupling, Comet engine.  
1957 STANDARD 6-cwt. pick-up.  
1957 MORRIS Minor 4-ton van.  
1958 LEYLAND Comet coal tipper.  
1949 ALBION 1200-cu.-ft. Luton van, fitted new Diesel engine 1957.  
1944 LEYLAND Beaver, long wheelbase.  
1958 BEDFORD 3-horse box.  
1939 BEDFORD 3-horse box.  
1951 A.E.C. 8-wheeler coal tipper, 9.6 engine.  
1953 DODGE long-wheelbase, alloy body, P6 engine.  
1951 LEYLAND Comet articulator, 22-ft. trailer.  
1955 BEDFORD 7-tonner long-wheelbase drop-side.

### BROWNHILLS MOTOR SALES,

PHONE, BROWNHILLS 2307, 2336. 780-100

### BEDFORD ENGINES, 28 H.P. PETROL.

Completely reconditioned, including starter, dynamo, water pump, fuel pump, distributor, pressure plate and clutch disc.

AS NEW, IN CASES.

PRICE, £37 10.

TRADE PRICES ON APPLICATION.

### BEDFORD 28 H.P. PETROL ENGINES

with components. Used. Ex-M.o.S.  
PACKED IN CASES.

£12 10.

TRADE PRICES ON APPLICATION.

### MORRIS 28.8 H.P. PETROL ENGINES.

Type SEAL, 6-cylinder, overhead valve. Completely reconditioned, with all components, including clutch assembly.

AS NEW, IN CASES.

£47 10.

### LANCASHIRE MOTOR TRADERS, LTD.

OLYMPIA GARAGE,  
LIVERPOOL STREET,  
SALFORD, LANCs.

Phone, Pendleton 5201. 782-6683

### W. HAROLD PERRY, LTD.

MAIN FORD DEALERS,  
FINCHLEY.

OFFER THE FOLLOWING SELECTION OF USED VEHICLES:—

1955 Thames 5-cwt. van, good condition, £285.  
1956 Thames 5-cwt. vans from £300.  
1957 Thames 5-cwt. van, 2-tone colour, £345.  
1955 AUSTIN A30 van, green, £300.  
1956 AUSTIN A30 van, grey, £345.  
1956 November, AUSTIN A40 van, £355.  
1956 December, AUSTIN Omnivan, resprayed maroon, £425.  
1956 BEDFORD 10-12-cwt. van, resprayed blue, £350.  
1948 COMMERCIAL truck, good runner, £75.

INVERIA WORKS, North Finchley, N.12.

HILLSIDE 8888.

780-391  
A43



**Used Goods Vehicles (contd.)**

**COMBERHILL, WAKEFIELD GARAGES, LTD.**  
INGS ROAD, WAKEFIELD 6051 (FIVE LINES).  
**DISTRIBUTORS FOR ATKINSON VEHICLES.**  
MORRIS-B.M.C. AGENTS.

**NEW ATKINSON L1786A A.E.C.** 11-1/2-litre 17-ton 8-wheeler chassis-cab, pre-increased price.  
**NEW ATKINSON L1786 (Gardner 6LW)** 17-ton 8-wheel double-drive 24-ft. platform, 40 by 8, air brakes.  
**NEW ATKINSON L1786 (Gardner 6LW)** York artic., 3,600-gal. Darham stainless-steel tanker.  
**NEW ATKINSON M644LW (Gardner 4LW)** 7-8-ton 4-wheel 15-ft. alloy tipper, Milshaw gear.  
**NEW MORRIS-B.M.C.** 7-ton (5.1 B.M.C. Diesel) chassis-cab, all wheelbases available.  
**NEW MORRIS Type 771** 7-ton (B.M.C. 5.1-litre) 12-ft. 6-in. wheelbase chassis-cab, £1,400.  
**NEW MORRIS J2**, all models now available for delivery from stock, 15-cwt. vans, pick-ups and Minibus.  
**AUSTIN 7K (B.M.C. 5.1-litre)** 7-ton 4-wheel Pilot tipper, 15-ft. timber body, 9.00 by 20.  
**FODEN OG4-S (Gardner 4LK)** 6-7-ton 4-wheel long-wheelbase chassis-cab, 8.25 by 20.  
**ATKINSON (Gardner 6LW)** York artic., 274-ft. platform, Yorkshire special A.  
**LEYLAND Octopus (9.8-litre)** 15-ton 8-wheeler chassis-cab, 9.00 by 20 tyres.  
**SEDDON SL (Perkins P6)** 6-7-ton 4-wheel 16-ft. platform, 14-ft. timber body.  
**ALBION Clydesdale FT101 (Diesel)** 8-10-ton 4-wheel 21-ft. platform, Northern special A.  
**DODGE 194-ft. drop-side**, 9.00 by 20 tyres.  
**ATKINSON M644 (Gardner 4LW)** 7-8-ton 4-wheel 14-ft. tipper, 14-ft. timber body.  
**DODGE Kew (Perkins P6)** 6-7-ton 4-wheel on Milshaw tipper, 14-ft. timber body.  
**E.R.F. Type 5G-4 (Gardner 5LW)** 7-8-ton 18-ft. platform, 9.00 by 20.  
**ALBION HD33L (11-litre Diesel)** 9-10-ton 4-wheel 20-ft. drop-side, choice five.  
**ALBION HD57L (9.6 Diesel)** 15-ton 8-wheel 25-ft. platform, choice two, 9.00 by 20.  
**ATKINSON L1586 (Gardner 6LW)** 15-ton 8-wheeler, 24-ft. platform, 40 by 8.  
**LEYLAND Octopus (9.8-litre)** 15-ton 8-wheeler, 24-ft. platform, 9.00 by 20.

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COMPLETE DETAILED LIST AVAILABLE.  
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WHERE STATED.

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**1956** YORK 17-ton 25-ft. tandem trailer, £875.  
**1952** FORD ET6 P6 drop-side truck, £200.  
**SCAMMELL 8-ton** 20-ft. platform trailer, £90.

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**PART-EXCHANGE ARRANGED.**  
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**SEDDON Diesel Mk. 15**, fitted with P6 engine, 13-ft. 6-in. wheelbase cab and chassis, 8.25 tyre equipment.

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**1955** DODGE Diesel 106, fitted with 17-ft. 6-in. platform, alloy body and twin-speed axle, one owner, excellent condition.  
**1954** November, SEDDON Diesel, Scammell articulator, fitted with 17-ft. 6-in. platform, 10.00 by 20, indication board, modified R6 engine, one owner, above average condition.  
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**1954** (Late) SCAMMELL Scarab, fitted with twin rear wheels, exceptionally good condition throughout.  
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**ALWAYS** in stock, Diesel-engined vehicles between £200-£400.  
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**FOR  
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**BEDFORD 1955** 7-ton double-drop-side long-wheelbase petrol tipper, 14-ft. body, one owner, excellent condition throughout.  
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**MORRIS-COMMERCIAL** Diesel 30-cwt. van, LDO2 model, 1956, in excellent condition throughout.  
**AUSTIN B.M.C.** 1955 3-ton truck, long wheelbase, one owner, nominal mileage, excellent order.  
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NO REASONABLE OFFER WILL BE REFUSED FOR

**1954** MORRIS MINOR van (two).  
**1954** MORRIS COWLEY van.  
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**1950** COMMER 4-cu.-yd. drop-side tipper in good condition.  
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**AUSTIN** 6 x 4 chassis-cab, Diesel.  
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**1955** AUSTIN A30 van with raised roof.  
**1949** AUSTIN A40 pick-up.  
**DODGE.**  
**1954** DODGE 5-ton P6 long-wheelbase truck.  
**1952** DODGE 103A P6 10-ton articulator, complete with platform trailer.  
**FORDSON.**  
**1956** FORDSON 7-cwt. van.  
**1951** FORDSON 10-cwt. Ludo van.  
**MORRIS.**  
**1957** 15-cwt. J2 van.  
**VOLKSWAGEN.**  
**1956** VOLKSWAGEN van. in blue. 780-726

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**NEW BEDFORD 7-ton** short-wheelbase tipper, Diesel, U-shaped steel body, 9.00 by 20 tyres, 2-speed axle, immediate delivery.  
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**A.E.C.** Matador 4 by 4 fixed-side lorries, ex-W.D., power-operated winch, 13.50 by 20 tyres, in excellent condition; choice of two.  
**A.E.C.** 6 by 6 chassis and cab, ex-W.D., 7.7-litre engine, 13.50 by 20 tyres, single giant, in excellent condition.  
**1953** FODEN 6-tonner, Gardner 4LK engine, 5-speed gearbox, 34 by 7 tyres, 10-ft. 6-in. platform body, in very good condition.  
**1948** BEDFORD O-type Scammell tractor, 20-ft. platform trailer, P6 engine, in very good condition.  
**1954** A.E.C. Mercury 18-ft. drop-side body, 9.00 by 20 tyres, Duramin bow screen cab, in very good condition.  
**1938** E.R.F. 8-wheeler, chassis and cab, double-drive, Gardner 6LW engine, 40 by 8 tyres, in condition.  
**1948** E.R.F. 5.4 18-ft. platform body, 10.00 by 20 tyres, in good condition, Gardner 5LW engine, 4 by 4 Matador, petrol engine, 13.50 by 20 tyres, reconditioned by M.O.S., as new.  
**A.E.C.** SEDDON tractor, Perkins P6 engine, 8.25 by 20 tyres, S.A.E. coupling, in excellent condition.  
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**1956** 145 AR6 DODGE coal tipper.  
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**1954** BEDFORD tractor unit.  
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**NEW E.R.F.** 68(G) chassis-cab.  
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**1955** E.R.F. 6-ton long-wheelbase 4LK.  
**1950** FODEN 8-wheeler S/A.  
**1956** LEYLAND Comet tractor.

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**1952** BEDFORD 4-5-ton long-wheelbase, petrol.  
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**H.P.** Accounts settled. Part-exchanges, H.P. arranged. 780-167

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**BLACK**  
**BLACK**

**COM**

**1957** AUS  
**1953** FOR  
**1957** AUS  
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**1951** AUS  
**1957** BED  
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**NEW**  
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**IMMEDIATE** Vans

**A35**

**WHEAT**

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**FODEN, 19**  
**BEDFORD**  
**LEYLAND**  
**DODGE, 1**  
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**1956**

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- 1954 FORD 5-cwt., £150.
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- 1957 BEDFORD CAV van, £340.
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- 1951 AUSTIN A70 van, new engine, £200.
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**NEW**  
EARLY delivery of all Austin, Morris and Ford commercial vehicles.  
IMMEDIATE delivery AUSTIN 152 Omnivan, choice of colours, also Austin 152 Omnicoach.  
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- LEYLAND Comet, 1955, long wheelbase.
- DODGE, 1956, R6 engine, long wheelbase, Northern Area special A.
- DODGE, 1956, P6 engine, long wheelbase.
- DODGE, 1954, P6 engine, long wheelbase.
- SEDDON, Dodge, Austin, B.M.C., all models, new vehicles.
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- A New AUSTIN 4-ton van and pick-up in stock.
- OFFER the following vehicles, mostly carrying three months' written guarantee:—
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- 1951 BEDFORD 3-ton boxvan.
- 1954 BEDFORD 10-12-cwt. van.
- 1956 BEDFORD 8-ton Diesel tractor unit.
- 1954 BEDFORD Workabus.
- 1956 BEDFORD 10-12-cwt. van.
- 1954 BEDFORD 30-cwt. all-metal van.
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- NEW DODGE fully forward- and normal-control vehicles for early delivery.
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OFFER:—

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- 1949 FORD 2-ton drop-side lorry with 4D Diesel engine, just out of commission.

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AUTHORIZED FORD AGENTS.

- FORD Trader 4D 4-ton chassis, fitted 1.150-cu.-ft. new and unregistered, £1,320.
- 1948 A.E.C. 8-wheel platform truck, fitted 9.6 engine, double drive, 36 by 8 tyres and C licence operated.
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- 1953 E.R.F., fitted with 5-cylinder Gardner engine, 18-ft. 6-in. platform body, air braking, recently completely overhauled by E.R.F.
- 1952 FORDSON E16 hydraulic tippers, steel body Anthony hoist, choice of nine, £115 each.
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- HIRE-PURCHASE arranged.
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- 1956 BEDFORD A model Diesel P6 tractor unit, with 20-ft. Tasker platform trailer.
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(Supplement)

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- 1957 Thames Trader 5-ton long-wheelbase truck, £1,150.
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- 1954 Thames 2-ton 4-cylinder petrol van, galvanized lining, £350.
- 1954 Thames 10-cwt. van, £160.
- 1954 FORD Thames 5-cwt. van, £150.
- 1952 DODGE 5-ton long-wheelbase, P6 engine, £400.

**PERCY HENDY, LTD.**

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TWO new and unregistered FODEN 8-wheelers, fitted with 6LW Gardner engines, double-drive rear axles, 9.00 by 20 14-ply tyres, air braking, 24-ft. platform bodies.

ONE FODEN 1951 8-wheeler, 6-cylinder engine, 24-ft. platform body, 9.00 by 20 tyres, very clean.

ONE 1951 and 1954 FODEN 8-wheel tippers 6-cylinder engines, fitted with F10 tipping gear, on 9.00 by 20 tyres, wooden 22-ft. bodies, medium wheelbase.

1948-50 4-wheel MAUDSLAYS, 20-ft. platforms, choice of seven.

SEVERAL 1953 to 1955 A.E.C. Mammoth Majors, 8-wheelers, 9.6-litre engines, double-drive rear axles, U-7 Pilot tippers 21-ft. wooden bodies 16-ft. 9-in. wheelbase, perfect condition.

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FEATURE BUILDINGS,

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STATION BRIDGE,

WEALDSTONE, MIDDLESEX.

- 1957 July, COMMER TS3 7-cu.-yd. tipper, £1,450.
- 1957 R.M.C. AUSTIN 7-cu.-yd. Diesel tipper, reinforced floor, power steering, Eaton 2-speed axle, £1,495.
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- 1952 Thames 5-ton ET7 boxvan, £365.
- 1956 Thames P6 articulated boxvan body, £1,050.
- EX-DEMONSTRATOR 1957 Thames Trader, 3-ton, 152-in. wheelbase, 4-cylinder Diesel engine truck, cab painted red, £1,050.

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OPEN UNTIL

7 P.M. MONDAYS TO FRIDAYS,

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5.30 P.M. SATURDAYS. 780-239

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- NEW DODGE long-wheelbase forward-control 7-ton truck, 19-ft. 6-in. body length.
- 1951 BEDFORD 5-ton tipper, good condition, £160.
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- 1955 BEDFORD Dormobile, £345.
- 1956 COMMER Cob Utility, in first-class condition, £430.
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Edgware 2572.

OPEN WEEK-ENDS.

- '52 FORD 4D 2-ton van, £325.
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- '54 DODGE P4 2-ton drop-side truck, excellent condition, £355.
- '55 FORD 4D 4-yd. drop-side tipper, £425.
- '51 FORD 4D 4-ton long-wheelbase truck, £375.
- '51 BEDFORD 2-ton drop-side truck, £165.
- '50 FORD P6 5-yd. drop-side tipper, £275.
- VARIOUS other second-hand vehicles too numerous to mention. Please inquire. 780-352

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OFFER THE FOLLOWING

**CAREFULLY SELECTED USED VEHICLES.**

**AUSTIN** long-wheelbase 5-ton twin-ram end tipper, fitted Perkins P6 engine, good tyres and general condition, 14-ft. drop-side body.  
**MAUDSLAY** twin-tiger 1948, fitted A.E.C. 7.7 engine, 5-speed gearbox, 20-ft. platform body, in very good condition.  
**DODGE** 1956 metal-bodied tipping truck, 9 ft. by 3 ft., Perkins P6 engine, very good condition.  
**BEDFORD** 5-ton long-wheelbase petrol tipper, rebuilt 1955, 13-ft. wooden body, in sound condition.  
**SENTINEL** 1954 light 6-wheeler with 21-ft. drop-sided body, servo brakes, 4-cylinder D.I. engine, in excellent condition, tyres very good.

**PART-EXCHANGES, HIRE-PURCHASE, INSURANCE.**

780-452

**R. A. J. JORDAN, LTD.**  
MAIN DENNIS DISTRIBUTORS  
(NO CONNECTION WITH ANY OTHER FIRM.)  
FOR GOOD USED VEHICLES.

**1949 DENNIS** Pax, normal control, petrol, long wheelbase, 7.50 by 20 tyres, one owner, ex-brewery, platform body.  
**1949 DENNIS** Max, Diesel, 5-speed, 19-ft. body, 16 by 8 tyres.  
**1954 DENNIS** Centaur 8-ton 18-ft. drop-side, 5-speed Eaton axle, one owner.

**I V E L WORKS,**  
BIGGLESWADE.  
Phone 2265.

780-288

**BRADSHAW'S,**  
FORD MAIN DEALERS.  
**USED COMMERCIALS.**

**1954 AUSTIN** 30-cwt. Luton van, £250.  
**1952 COMMER** 5-ton tipper, reconditioned engine, very clean, £350.  
**1951 VULCAN** 10-ton platform truck, 4LW engine, £475.  
**1948 DENNIS** 5-ton tipper, P6 engine, £300.  
**1947 SEDDON** chassis and cab, P6 engine, £275.  
**HIRE-PURCHASE** and exchanges arranged.  
**MARSH LANE, Preston.** Phone 4083.

780-343

**P.L.P. MOTORS, LTD.**  
SHOWROOMS AND SALES CONTROL.  
44-48 WINNICK ROAD,  
WARRINGTON 34636.

**1957 10-12-cwt.** van, very clean condition, colour black, extra seats, £400.  
**1955 AUSTIN** A40 Countryman, radio, heater, £425.  
**1953 FORDSON** van with side windows, good condition, £180.  
**1943 AUSTIN** 5-ton short-wheelbase tipper, £65.  
**SEE** the full range of new BEDFORDS in our showroom.

780-255

**THE NIGHTINGALE ENGINEERING CO., LTD.**

**NEW ATKINSON** L644 long-wheelbase chassis-cab, immediate delivery.  
**1958 (Registered)** FODEN 6-wheeler platform, double drive, 40 by 8 tyres, small mileage, choice of two.  
**1955 ATKINSON** 8-wheeler, 24-ft. platform, auto tube, 40 by 8 tyres, immaculate vehicle.  
**1954 SCAMMELL** 8-wheeler chassis-cab, very good mechanical condition throughout.  
**WESTERN LANE, London, S.W.12.** Battersea 2193.

780-218

**1957 AUSTIN** A50 van, excellent condition, guaranteed, £465.  
**1954 AUSTIN** A40 gown van, one owner, excellent condition, guaranteed, £275.  
**1952 BEDFORD** 2-ton boxvan, good condition, £195.  
**1954 MORRIS** J-type personnel carrier, excellent condition, guaranteed, £300.  
**CHOICE** of new light vans in stock.

**CAMPBELL SYMONDS AND CO., LTD.**  
FORTY AVENUE, WEMBLEY.  
Arnold 7771.

780-346

**Used Goods Vehicles (contd.)**

**HARRY DANDO,**  
VAUXHALL AND BEDFORD MAIN DEALERS,  
WEST END GARAGE,  
CHIPPING SODBURY, BRISTOL.  
Chipping Sodbury 2277 (four lines).

**YORK** trailers. We stock the full range of the new British-built York trailers, including Scammell-coupling models, maximum loading 16 tons, double-axle semi-trailers, 25 ft. long. Much the best trailers built today.

**TRADE** for Wiltshire, Gloucestershire, Somerset, Devon and Cornwall.

**SPECIAL LICENCES,**

**SOUTH WALES AND WEST.**  
**LEYLAND** Octopus, 1952, long-wheelbase drop-side, in good condition throughout, £3,750.

**NEW VEHICLES.**

**A.E.C.** Mercury long-wheelbase, takes 21-ft. body, £1,025.  
**A.E.C.** Mercury Mark II tractor unit fitted with trailer, knock-out axle, £4,342.  
**BEDFORD** 10-12-cwt. drop-side, separate cab, pick-up truck, £624 11s. 3d.  
**BEDFORD** 6-ton medium-wheelbase (132-in.), Bedford 10-12-cwt. chassis, two stretchers, four or five sitting patients, complete in every detail, registered but unused, £775.  
**FODEN** 14-ft. 6-in. wheelbase double-drive 8-wheeler, 6LW Gardner engine, chassis and cab and tipping gear, body to purchaser's specification.

**LONG WHEELBASE.**

**DODGE** (November, 1955), 6-ton long-wheelbase platform, P6, good condition throughout, good tyres, £750.  
**BEDFORD** 1953 A-type Luton van, exceptionally good condition, petrol engine, just fitted with new body, approximately 900 cu. ft., in primer, £1,000.  
**LEYLAND** 1948 tractor unit fitted with SLW Gardner engine, excellent condition throughout, engine fitted six months ago, £2,300.  
**FORDSON** 1953 5-ton long-wheelbase drop-side truck, P6 engine, excellent condition throughout, £350.  
**ALBION** 1950 double-drive 8-wheeler, 24-ft. platform body, Albion engine, the complete machine is in exceptionally good condition throughout, £1,200.  
**GUY** Otter, 1953, P6, 2-speed rear axle, platform body, clean machine, in good mechanical condition, £650.

**TRAILERS AND ARTICULATED.**

**YORK** new 10-ton 25-ft. platform trailer, S.A.E. coupling, 9.00 by 20 tyres, £728.  
**LYSON** new 15-20-ton low-loading semi-trailer, 20-ft. in well, vacuum brakes, £575.  
**MAUDSLAY** 1948 tractor unit fitted with SLW Gardner engine, S.A.E. coupling, unit above trailer, £700.

**TIPPERS.**

**E.R.F.** July, 1954, SLW, standard tipper, latest type cab, 10.00 by 20 tyres, all good, £1,850.  
**ATKINSON** 1955 4LW standard tipper, beautiful condition throughout, all good tyres, £1,500.  
**BEDFORD** 1954, A-type, P6 standard wood-body tipper, in good condition throughout, £500.

**HARRY DANDO,**

VAUXHALL AND BEDFORD MAIN DEALERS,  
WEST END GARAGE,  
CHIPPING SODBURY, BRISTOL.  
Chipping Sodbury 2277 (four lines)

780-1111

**WHETHER BUYING OR SELLING  
YOU MUST NOT MISS  
THE REGULAR MONTHLY  
CAR AND COMMERCIAL VEHICLE  
AUCTION SALE  
AT CHIPPING SODBURY, NEAR BRISTOL.**

Large Enclosed Saleroom.

**FIRST SALE—COMMERCIAL VEHICLES ONLY.**

**MONDAY,**

**NOVEMBER 3RD, 1958.**

Guaranteed title to all vehicles sold.  
On the spot hire-purchase facilities.

Licensed Bar and Refreshments available.  
FOR FULL PARTICULARS, ENTRY FORM,  
CATALOGUES, ETC., APPLY:

**DANDO'S GARAGE,**  
CHIPPING SODBURY, NEAR BRISTOL.

Of the Auctioneers:  
MESSRS. HOWES, LUCE, WILLIAMS AND PANES,  
CHIPPING SODBURY.

Catalogues available one week prior to sale.

(This sale is widely publicized and will attract visitors from all over the West. We invite you, too, to join us.)

780-406

**PEERLESS MOTORS, LTD.,** Bath Rd., Slough. Phone 2 121.  
**1949 BEDFORD** long-wheelbase, fair vehicle, £75.  
**1949 COMMER**, tidy vehicle, £95.  
**1952 BEDFORD** tipper, 7-cu.-yd. steel body, sound order, choice of three from £350.

780-214

**Used Goods Vehicles (contd.)**

**CHANDLERS MOTORS, LTD.**

**TRUCKS and units—**

**1956 DODGE** 105, Diesel, long wheelbase, reconditioned engine, 9.00 by 20 tyres, £825.  
**1956 FORD** 4D Diesel 5-ton truck, in first-class condition, £520.  
**1954 BEDFORD** 10-ton Diesel, Scammell unit, in excellent order, £490.  
**1955 BEDFORD** A-type Scammell petrol unit, C-licence operator, £400.  
**1954 October** BEDFORD 7-ton, R6, platform body in excellent condition, £495.  
**1951 BEDFORD** Diesel 5-ton drop-side truck, £225.

**TIPPERS.**

**1953 BEDFORD** A-type 5-ton short-wheelbase tipper, Anthony hoist steel body, choice of two, £380.  
**1950 AUSTIN** Loadstar long-wheelbase tipper, £195.

**LUTON**

vans and pantechinons.  
**1954 AUSTIN** 3-way van, C-licensed operator, first-class condition, £165.  
**1954 AUSTIN** 3-ton with meat body and hanging rail, excellent condition, £395.  
**1954 BEDFORD** 5-ton boxvan, 1,000 cu. ft., £300.  
**1953 AUSTIN** 5-ton pantechinon, 900 cu. ft., with drop well, Plymax body, £380.  
**1951 October** FORDS, 1,300-cu.-ft. pantechinons, drop wells, petrol, in first-class condition, choice of two, £265.

**CHANDLERS MOTORS, LTD.,** 71 Greenwich South St., London, S.E.10.

**GRE 2033-4.**

780-437

**SPURLING MOTORS (CHISWICK), LTD.,** Spurling Corner, W.4. Phone, Chl 6741 (five lines).  
**1955 AUSTIN** A40 van with windows, £310.

**1956 BEDFORD** Utilibrake, £415.

**1956 MORRIS** 10-cwt. van, excellent condition, £325.

**1953 A-type BEDFORD** 5-ton long-wheelbase truck, reconditioned, £425.

**1946 And 1947 SCAMMELL** tractors, 6LW Gardners, ex-petroleum board, very clean.

**1952 DODGE** Diesel, 2-speed axle, Scammell tractor, complete with 20-ft. trailer, clean.

**1950 BEDFORD** Diesel 5-ton long-wheelbase lorry.

**1945 E.R.F.** 4LW engine, clean lorry.

**1949 COMMER** QX7 7-ton Luton furniture van.

**1950 Perkins** P6 engine, complete with Bedford chassis or Dodge fittings, can be heard running.

**Model AUSTIN** B.M.C. 10-ton Scammell tractor, Eaton 2-speed axle.

**SCAMMELL** trailers, 20 ft., from £100.

**255 WALTON LANE, Liverpool, 4.** Aintree 1873.

**VIGO MOTORS.**

**1952 5-ton** BEDFORD truck, £245.

**1949 5-ton** long-wheelbase BEDFORD boxvan, £200.

**1955 10-cwt.** van, Hanson body, £295.

**VIGO MOTORS, Walmer Rd., W.10.** Ladbroke 3051.

780-382

**HUNTER VEHICLES, LTD.,** offer 1951 Austin 25-cwt. forward-control petrol truck, 1956 Bedford 5-ton A-model chassis-cab, excellent condition, one owner, petrol; 1954 Seddon Mk. 5 L-P6 boxvan, light alloy, excellent condition, one owner Hunter Vehicles, Ltd., 290 Southbury Rd., Enfield. Phone, Howard 4184.

781-1893

**1958 THAMES** Trader 6 long-wheelbase truck, very low mileage, almost as new, bargain. Terms, exchanges.

**1951 FODEN** 8-wheelers, FG6 models, 6LW engine, 5-speed box, double drive, 24-ft. platform body, in excellent running order, choice of four, £1,200.

**RUSH GREEN MOTORS, Langley, Hitchin, Herts.** Stevenage 175.

780-27

**1949 BEDFORD** 5-ton long-wheelbase, £100.

**1951 MORRIS** 5-ton van, very good condition, roller shutter, rear doors, bargain, £200. Prices Coaches, Broughton, Astley, Leicester. Phone, Sutton Elm 381.

781-6682

**1955 Thames** 4D Diesel standard 2-ton van, £265.

**1954 MORRIS-COMMERCIAL** 5-ton short-wheelbase tipper, Diesel and overdrive, £250.

**1949 5-ton MORRIS-COMMERCIAL** 5-ton long-wheelbase chassis and cab, recent reconditioned Diesel engine, £125.

**1948 BEDFORD** 30-cwt. boxvan, £60.

**ALL** in good condition.

**ERRINGTONS, Evington, Leicester.** Phone 38102-3.

780-189

**WHALEBONE MOTORS, LTD.**

COMMERCIAL VEHICLES AND SPARES.

239-241 HIGH RD., CHADWELL HEATH, ESSEX.  
Phone, Seven Kings 5282.

**1953 DENNIS-Horla** Diesel artic. units, several Scammell trailers for same.

**1952 BEDFORD** vans, roller shutters, side loading.

**1947 4-wheelers**, A.E.C., E.R.F., Foden, etc., boxvans and flats.

**EX-W.D. SCAMMELL.**

**45-TON SCAMMELL** tractor.

**FODEN** 6-wheeler, double drive, 6LW Gardner.

**FORD** Luton van, 1,200 cu. ft., cheap.

**SEVERAL** 6- and 8-wheelers in stock.

780-391

**Used Goods**

**COUNTY**  
VAUXHALL  
LONDON

**BEDFORD**

**BEDFORD**

**BEDFORD**

**COMMER**

**AUSTIN**

**AUSTIN**

**FORD**

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## Used Goods Vehicles (contd.)

### COUNTY OAK SERVICE STATION, L.T.D.

VAUXHALL-BEDFORD MAIN DEALERS,  
LONDON ROAD, CRAWLEY, SUSSEX.

Phone, Crawley 25475-6-7.

- B**EDFORD 1954 Dormobile, one owner, £375.  
**B**EDFORD 1950 10-12-cwt. van, very clean, £140.  
**B**EDFORD 1947 long-wheelbase truck, £125.  
**C**OMMER 1955 15-cwt. Superpoise van, immaculate condition, one owner, £360.  
**U**STIN 1947 2-ton meat van, £175.  
**A**USTIN 1948 2-ton 3-way-loader van, £165.  
**F**ORD 1951 E6 5-ton tipper, new engine, good tyres.  
**F**ORD 1952 E6 5-ton meat van, £200.  
**A**USTIN 1949 3-way van, £95.

780-387

**1957** Trader 5-ton 6D 152-in. double-drop-sided truck, 825 by 20 tyres, excellent condition.

**1954**, October, Thames P6 1,250-ft. panther/honion, 18-ft. body, 9 ft. high inside, 4-ft. by 3-ft. by 7-ft. Luton, 750 by 20 tyres, unladen weight 3 tons 7½ cwt.

**1957** Thames 4D articulated double-drop-sided truck, 22-ft. Carrimore quick-release semi-trailer, 750 by 20 tyres, unladen weight 4 tons 14 cwt, 32 lb.

**1950** COMMERCIAL double-drop-sided 5-ton long-wheelbase truck, used locally on light work only.

**1955**, October, Thames 5-ton H.D.F. 4D 175-in. double-drop-sided truck, 750 by 20 tyres.

**1957** Thames 10-12-cwt. van, taxed, painted beige, unwritten, fitted heaters and extras, used for personnel transport only, low mileage, condition as new.

**N**EW Trader trucks and chassis-cabs, 30 cwt. to 7 tons immediately available; 5-cwt., 7-cwt., 10-12-cwt. and 15-cwt. vans, primer or painted, ex stock; caravan and personnel carriers.

**S**PECIAL low insurance rates and hire-purchase.

### PETERBOROUGH MOTORS, L.T.D.

29-37 NEW ROAD, PETERBOROUGH.

Phone 5271-2-3-4.

780-213

**1951** ALBION CX IN model tipping truck with steel body.

**1955** ALBION Chieftain platform and alloy container with Yorkshire S.A. licence.

**1953** BEDFORD 7-ton long-wheelbase petrol tipper.

**1952** DODGE 2-3-ton petrol tipper.

**1950** DODGE 5-ton Diesel long-wheelbase tipper with steel body.

**1952** FODEN 8-wheel platform.

**1955** LEYLAND Comet forward control 20-ft. platform trucks. Choice of two.

**H.P.** And insurance facilities available.

**W**INGERWORTH SERVICE STATION, L.T.D., Derby Rd., Wingerworth, Chesterfield, Derbyshire, Chesterfield 3527 and 7833.

780-34

**N**EW 7-ton high-sided 18-ft. 6-in. platform Dodge, £1,850; new 7-ton Dodge short-wheelbase trailer, list; 1955 A.E.C. 8-wheel, with S.A. Blackburn area, £4,500; eight small SA licences, various areas, 15 cwt. to 18 cwt.

1955 Austin 5-ton Diesel, S.A., £1,750; new Commer TS3 short-wheelbase tipper, list; 1955 8-wheel Octopus, £2,800;

1956 7-ton Dodge short-wheelbase tipper, £800; 1955 7-ton Thornycroft Trident tipper, £1,000; two 1948 Maudslay 8-ton coal tippers, reasonable offers; two 1955 Dodge 7-ton coal tippers, £900 each; 1950 Schmitz coal tipper, £500; 1955 Bedford petrol coal tipper, £500;

1955 Thames 4D Rat, £450; 1948 Maudslay Steer, £600; reconditioned 8-ton Maudslay 1951 Rat, £800; two 1946 Seddons, £400 for two; 1939 6-wheel Foden, £150; new Commers, Dodge, A.E.C., Leyland, Fodens supplied. Part ex-changes.

**H.P.** Brindley, Sharnford, Hinckley. Phone, Sarcote 225.

780-81

**1958** New FORD Trader articulated units (two), fitted with S.A.E. fifth-wheel couplings and 2-line air brakes, two brand-new Tasker 10-ton semi-trailers, 8.25 by 20 tyres, all in genuine showroom condition; also one reconditioned 10-ton semi-trailer in good condition.

**1955** 4D articulated unit, completely overhauled, new engine fitted six months ago, together with three Tasker semi-trailers fitted with Tasker coupling gear.

**1953** COMMERCIAL OX petrol model, fitted new engine, differential and Eaton 2-speed axle, new tyres all round, 10-12-ton Eagle semi-trailer, fitted S.A.E. coupling in good condition.

**S**OLE reason for sale of the above-mentioned vehicles is that they are being withdrawn from contract.

**F**ULL particulars, price, etc., from Coppice Garage, F.Ltd., Watling St., Dordon, near Tamworth, Staffs. Folesworth 333 and 427.

781-6688

**S**AYERS GARAGES, Distributors for Guy, Commer and Seddon. Brough, Westmorland. Brough 203.

780-168

**1957** FORD 10-cwt. builder's truck, heavy-duty springs fitted, £295.

**1958** 15-cwt. Thames builder's truck, customer exchanging to larger FORD truck, new price £620, a bargain, £495.

**1953** FORD 3-ton truck, converted to Diesel 16,000 miles only, £375.

**1950** DODGE 5-ton long-wheelbase petrol truck, excellent condition, £165.

**1951** DODGE long-wheelbase Diesel truck, £325.

**1951** DODGE long-wheelbase Diesel truck, fitted Eaton 2-speed axle, £395.

**1948** BEDFORD 6-cwt. van, good order, £125.

**1954** FORD 5-cwt. van, factory reconditioned engine fitted, £180.

### GILBERT RICE, L.T.D.

HORSHAM, SUSSEX.

Phone 4331.

780-269

## Used Goods Vehicles (contd.)

**A**USTIN 5-ton long-wheelbase tipper, P6 Diesel, first registered 1947.

**A**USTIN 3-ton Loadstar long-wheelbase drop-side truck, first registered 1950.

**B**EDFORD 5-ton long-wheelbase platform lorry, first registered 1948.

**B**EDFORD 2-3-ton long-wheelbase platform lorries, choice of five, first registered 1946 to 1953.

**F**ORDSON Thames 4D integral van, approximately 650 cu. ft., choice of two, first registered 1954.

**F**ORDSON 3-ton long-wheelbase drop-side truck, first registered 1948.

**M**ORRIS 30-cwt. hydraulic end tipper, one owner, first registered August, 1954.

**T**HORNYCROFT Nippy Star integral van, approximately 600 cu. ft., first registered 1953.

### HILLS GARAGES (MANCHESTER), L.T.D.

80-90 PORT STREET,

MANCHESTER, 1.

Central 4331 (10 lines).

780-439

### FRANK G. GATES, L.T.D.

MAIN FORD DEALERS,

GATES CORNER, E.18.

Wan 6633.

**1949** COMMERCIAL 7-ton, underfloor engine (petrol), float, £100.

**1952** COMMERCIAL 30-cwt. boxvan, £85.

**1948** MORRIS 2-ton van, £60.

780-386

### PERCY D. SLEEMAN, L.T.D.

LONDON COMMERCIAL DEALERS.

**N**EW COMMERCIAL Rootes Diesel, long wheelbase, air brakes, drop-side truck, with special A licence.

**N**EW COMMERCIAL tractor, Scammell coupling, air brakes, Rootes Diesel.

**N**EW COMMERCIAL Unipower 6-wheeler chassis-cab, air brakes, 9.00 by 20 tyres, 21-ft. 6-in. platform, painted, with or without special A licence.

**N**EW COMMERCIAL 14-ton forward-control light Diesel super-capacity van.

**N**EW COMMERCIAL Express, delivery van.

**V**ANGUARD 15-cwt. van, excellent condition.

**1956** 38 UXBRIDGE ROAD,

EALING, W.5.

Phone, Ealing 7987; Uxbridge 5022.

After hours, Western 1371.

780-396

### OSWALD TILLOTSON, L.T.D.

SUMMIT WORKS,

BURNLEY.

Phone 2201-4.

PRESTON STREET, BRADFORD, 7.

Preston 2377-8-9.

293 LIVERPOOL STREET, SALFORD, 5.

Pendleton 2845-6.

**L**ARGE SELECTION OF USED VEHICLES IN STOCK.

**V**ISIT OUR USED VEHICLE PARK AT SUMMIT

WORKS, BURNLEY.

780-446

### GARLICK, BURRELL AND EDWARDS, L.T.D.

(COMMERCIAL VEHICLE SPECIALISTS),

188 REGENT ROAD,

LIVERPOOL, 20.

**I**T WOULD PAY YOU TO PHONE

**B**OOTLE 4343

**F**OR THAT

**Q**UALITY TESTED

**T**RACTOR

**Y**OU NEED.

780-440

### UNITED GARAGE (LEEDS), L.T.D.

247 ELLAND ROAD,

LEEDS, 11.

Phone 77281.

**1957** ALBION Clydesdale, Homalloy fibre-glass cab, Pilot V3 tipper.

**1956** ALBION FT107T Reiver, Millshaw twin-ram tipper, 16-ft. body, 6-speed gearbox.

**1954** ALBION Chieftain, Pilot V2 tipper, medium wheelbase.

**1954** LEYLAND Comet ECO2-1R, Pilot V3 tipper, medium wheelbase.

**1949** LEYLAND Comet, Pilot V3 tipper, medium wheelbase.

**A**LL the above have drop-sided alloy bodies and are in very good condition throughout.

**1952** ALBION Chieftain, Pilot V3 tipper, alloy body, fixed sides, reconditioned engine, very good condition throughout.

**1956** FORD Thames, 3-ton, 4D engine, standard drop-side body, good condition.

780-362

## October 10, 1958—THE COMMERCIAL MOTOR 49

(Supplement)

## Used Goods Vehicles (contd.)

### MORTON'S GARAGE, L.T.D.

81 BINKLEY ROAD,

COVENTRY.

Phone 53354.

### COMMER, KARRIER DEALERS.

**1958** KARRIER 2-ton platform body, petrol, ex stock.

**1956** BEDFORD 7-ton tipper, petrol engine, £600.

**1955** BEDFORD 10-12-cwt. van, repainted, £300.

**1954** COMMERCIAL 7-ton tipper, petrol engine, £425.

**1953** MORRIS 10-cwt. van, 23,000, with heater, £265.

**1953** RELIANT 10-cwt. van, ladder rack, £80.

**1953** BEDFORD 4-ton drop-ender long-wheelbase £320.

**1947** BEDFORD 12-cwt. van, repainted, £85.

**P**ART-EXCHANGES, **H**IRE-PURCHASE.

**I**NSURANCE.

**O**PEN SEVEN DAYS PER WEEK. 780-426

### G.T.C. (COMMERCIALS), L.T.D.

**1955** DODGE 5-ton long-wheelbase drop-side truck, immaculate condition, one owner, £375.

**1955** DODGE 5-ton short-wheelbase tipper, wooden drop-side bodies, choice of two, £425.

**1954** BEDFORD 5-ton short-wheelbase tipper, 5-cu.-yd. wooden drop-side body, in outstanding condition, one C-licence owner, £450.

**1953** DODGE Diesel 5-ton long-wheelbase drop-side truck, 1-ton 2-speed axle, choice of two £325.

**1953** AUSTIN Diesel 5-ton long-wheelbase drop-side truck, exceptionally clean, £365.

**1952** BEDFORD 2-3-ton boxvan, separate cab, one owner, choice of three, £185.

**1951** BEDFORD 5-ton boxvan, separate cab, nearly new tyres, one C-licence owner, £195.

**G.T.C. (COMMERCIALS), L.T.D.**, 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground Station.) Advance 5242-3.

780-445

**A**UGUST, 1957, A.E.C. 6-wheeler, 9.6 engine, 24-ft. 6-in. panel-sided body, 10.00 by 20 14-ply tyres, 35,000 miles from new, air brakes, immaculate, with 6-ton special A West Midlands, £4,750.

**1954** BEDFORD A model 5-ton long-wheelbase drop-side truck, Perkins P6 engine.

**1953** BEDFORD A model 5-ton long-wheelbase drop-side truck, Perkins P6 engine.

**A**USTIN Loadstar long-wheelbase twin-ram tipper, alloy body, reconditioned Perkins P6 recently fitted, £325.

**1948** DENNIS Pax 5-ton 18-ft. van, in excellent condition, £135.

**T. J. RICHARDSON AND SONS, L.T.D.**, 100 Dudley Rd. East, Oldbury, near Birmingham. Phone, Broadwell 1840.

780-116

### SPURLING CITY DEPOT OFFER:—

**1956** BEDFORD Utilabrike 12-seater, good condition.

**1956** AUSTIN A40 gown van.

**1952** BEDFORD 2-3-ton long-wheelbase boxvan, roller-shutter rear.

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**1951** 5-type 10-ton BEDFORD tractor, Scammell coupling.  
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**1948** BEDFORD-SCAMMELL, P6, with low-loading table trailer.  
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AFTER HOURS 356. 780-158

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A48

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1958 WILLYS JEEP direct from U.S.A. available in U.K.; larger, more comfortable, powerful. Supplied to order. Sole appointed British Concessionaires, Steele Griffiths, Ltd., London, S.E.5. Rodney 2201-6.

222-605

#### LAND ROVER

NEW LAND ROVER Series II, 88-in. wheelbase, petrol, fairly early delivery, £640 ex works.

NEW LAND ROVER Series II, 88-in. wheelbase, Diesel, fairly early delivery, £740 ex works.

NEW LAND ROVER Series II, 109-in. wheelbase, petrol, fairly early delivery, £730 ex works.

NEW LAND ROVER Series II, 109-in. wheelbase, Diesel, fairly early delivery, £820 ex works.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907.

WELCH'S GARAGE (STAPLEFORD), LTD., BEDFORD-LAND ROVER DEALERS.

NEW LAND ROVER short-wheelbase Mk. II, immediate delivery.

FOR YOUR NEW COMMERCIAL

COME TO

LONDON ROAD, STAPLEFORD, CAMBS.

Phone, Shefford 3017-9-9.

780-327

#### LEYLAND

BOYS third axles for all Comets and Beavers. Ask your agent.

222-739

#### J. H. SPARSHATT AND SONS

(SOUTHAMPTON), LTD.

THE CAUSEWAY,

REDBRIDGE,

SOUTHAMPTON.

Phone, Totton 2258.

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#### ARLINGTON MOTOR CO., LTD.

IMMEDIATE delivery new Octopus chassis and cab.

NEW Beaver chassis and cab.

NEW Comet ECOS 2/2R with Anthony tipping gear and body.

NEW Comet short-wheelbase chassis-cab, suitable for tipping body.

NEW Comet long-wheelbase forward control chassis and cab.

HIGH ROAD, PONDERS END, ENFIELD, MIDDXX.

Phone, Howard 1266.

ALSO AT

25-27 VAUXHALL BRIDGE ROAD, S.W.1.

Victoria 6033.

CORNARD ROAD, SUDBURY, SUFFOLK.

Phone, Sudbury 2301.

DUMBALLS ROAD, CARDIFF.

Phone 30641.

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#### MORRIS

WRAY PARK GARAGES. Immediate delivery JB and J2 vans; choice of several used vehicles.

Reigate 780-422

### New Goods Vehicles (contd.)

DELIVERY from stock, new MORRIS-COMMERCIAL 5-ton forward-control Diesel long-wheelbase chassis-cab. Lyne, Frank and Wagstaff, Ltd. Mou 4401. 780-416

#### SEDDON

THE SEDDON Mk. 14 with Boys third axle gives you 12-ton payload and 24-ft. body. Ask your agent.

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BRENTWOOD ENGINEERING CO., LTD., Essex distributors, Brook St., Brentwood, Essex. Phone 3320.

222-772

#### HALLS (FINCHLEY), LTD.

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NORTH FINCHLEY, N.12.

THE SEDDON distributors for London and Home Counties. Full range of new Seddons, including load carriers and tractor units with Perkins engines for payloads 1-12 tons. Also models with Gardner engines for gross weight operations up to 24 tons. Hire-purchase, part-exchange. Write or phone for brochure of full range 10—

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#### WEYBRIDGE AUTOMOBILES, LTD.

QUEEN'S ROAD, WEYBRIDGE.

Weybridge 2233.

IMMEDIATE delivery new 7-ton Mk. XV SEDDON 17-ft. flat-platform truck, fitted a Perkins P6 engine, price £2,159 5s.

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COTTEE AND EDWARDS (1939), LTD., Castle B. Boulevard, Nottingham. Phone 52213. Distributors for Nottinghamshire. Full range of spares. Service and sales.

222-881

#### SENTINEL

NORTH CHESHIRE MOTORS, LTD., Wootton. Phone, Warrington 3277. Service, spares and sales.

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#### VOLKSWAGEN

EUROPEAN CARS, LTD., distributors for London Western districts. Early delivery van, pick-up, Microbus, Kombi and ambulance. 129-131 Brompton Rd., S.W.7. Fremantle 7722.

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#### UNCLASSIFIED

THE new Boys third axle is available for all makes. Ask your agent or apply to Henry Boys and Sons, Ltd., Oxford St., Walsall. Phone, Walsall 2181. 222-792

#### COX'S MOTORS (HILL TOP), LTD.

FOR NEW

LEYLAND.

MORRIS-COMMERCIAL.

ALBION.

B.M.C.

All types of bodies built to your requirements.

Part-exchanges and terms arranged.

COX'S MOTORS (HILL TOP), LTD.

127 HILL TOP, WEST BROMWICH.

Phone, Wednesbury 0470 and 1047.

780-88

STEELE GRIFFITHS AND CO. LTD., 295 Camberwell New Rd., S.E.5. Phone, Rodney 2201-6. All makes of commercial vehicles supplied.

222-606

## PASSENGER VEHICLES FOR SALE AND WANTED

### USED PASSENGER VEHICLES

#### A.E.C.

A.E.C. 1951 Mk. III, 9.6, preselctor, 37-seater, brakes, good tyres, radio, heater, certificate of fitness, 1961.

A.E.C. 7.7-engined Maudalay, 1951, 37-seater Gurney Nutting body, reined brakes, good tyres, heater, certificate of fitness 1961, choice of two.

THE above three coaches are all 30-ft. long, painted to choice. H.P. can be arranged.

FURTHER particulars from Alpha Coaches, 35 Clarendon Rd., London, N.15. Stamford Hill 9966.

780-6631

A.E.C. 7.7, fitted 1950, full-fronted luxury Harrogate rington all-metal body, 33 seats, perfect condition throughout, just released from service, certificate of fitness November, 1960, choice of two only, £550 each. Lansdowne, Livingstone Rd., Stratford, London. Mar 4994.

780-313

9 A.E.C. double-deck buses, £100 each. Autorex (Liverpool), Ltd., Holmes Lane, Liverpool, 21. Waterloo 4321.

780-357

150

### Used Passenger Vehicles (contd.)

#### BEDFORD

1954 BEDFORD, 36-38-seaters, Duple and Burlingham, choice of four.

G. FELTHAM AND SONS, LTD., Kingswood, Bristol. Phone 674827.

1948 BEDFORD Duple 29-seater, clean sound vehicle throughout, luxury seating, certificate of fitness, £450, choice of two. Alms Garage, Wellingborough, Northants. Phone 2238.

780-1287

£500 Only, 1950, BEDFORD 29-seater luxury coach, high-back seats, etc., very clean and good, certificate of fitness 1960.

TERMS AND EXCHANGES.

WILDE AND BENNETT, LTD.

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

After hours, 356.

780-160

### Used Passenger Vehicles (contd.)

1948-9 Duple Vista, 29-seater, certificate of fitness, very nice condition, recently painted, tyres very good, bargain, £325. Lansdowne, Stratford, London. Phone, Mar 4994.

1946 August, BEDFORD 29-seater, Dunlopillo seating, excellent mechanical condition, certificate of fitness to July, 1960, £285. Zeals Garage, Zeals, Warminster, Wilts. Phone, Bourton 327.

780-1740

£550 O.N.O., BEDFORD Vista, 1950, fitted 23 Christie-Tyler seats, very nice condition, certificate of fitness September, 1959. Gould and Sons, Bishopsteignton, Teignmouth, Devon. (Phone, Bishopsteignton 257.)

780-1869

1948, July, BEDFORD 29-seater Duple Vista, in immaculate condition, recently refitted engine, all good tyres, new battery, colours Fortland grey and red, certificate of fitness 31.5.61, £450.

HIRE-PURCHASE terms and exchanges. Johnsons Motors, Washbrook Rd., Rushden, Northants. Phone, Rushden 3221-2.

780-114

### Used Passenger

BEDFORD 10-11 Seating type, Rd., Anfield, Liverpool.

BEDFORD Vista buses purchased, Thurgood, Warrington.

1949 COMMERCIAL, Denham 6143.

1957 COMMERCIAL, luxury of fitness 1964, Denham 6143.

1949, November, 1959, The Causeway Car.

1950 COMMERCIAL, body up to July, 1959, condition.

1955 COMMERCIAL, body up to October, class luxury coach.

THE above cars.

ALLENWAYS, 12, Phone.

1949 COMMERCIAL, blue, 1962, £250, Motors, Washbrook Rd., Rushden 3221.

1952 CROSSLAND, full-time, 29 Duple, Phone.

1949 CROSSLAND, London, N.7.

FIVE double, 7.7 A.E.C. good condition, Arterial Rd., H.

1947 JIVE, re-conditioned, lovely condition, o.n.o., Warren.

1951 FIVE, £1,350, Phone, Reading.

1951 LEYLAND, new Plaxton, Phone 25401.

LEYLAND, clean, set, available, 1955, SEVERY.

T. Dunscombe.

4 LEYLAND, (Liverpool) 2321.

ELM GROVE

A Large

1946 LI

1946 A

1945-46

A Number

1951 T

oil engine,

1949 A

repainted cr

1947 A

seating in

price £350

1948 S

SPECIAL

each, from chassis

## Used Passenger Vehicles (contd.)

### Bedford Wanted

**BEDFORD** 10-14-seater coach wanted, 1950 onwards, Spurling type preferred. Woolfenden's Ltd., Breck Rd., Anfield, Liverpool. Amf 4688. 780-6641

**BEDFORD** Vista and Vega coaches, also Mark II buses purchased for cash and H.P. accounts settled. Thurgoods, Ware. Phone 833-4. 780-39

### COMMER

**1949** COMMER Q4 30-seater coach, certificate of fitness until May, 1962, price £250. Phone, 780-645.

**1957** COMMER Rootes Diesel 41-seater Duplex luxury coaches, overdrive, heaters, certificates of fitness 1964, painted and lettered to your instructions, £3,200. Don Everall Ltd., Wolverhampton 23212. 780-86

**1949**, November, COMMER Avenger 33-seater Churchill body, red interior, certificate of fitness November, 1959, price £350 o.n.o. Vaughan's Coaches, The Causeway Chippingham, Wills. 780-1874

**1950** COMMER Avenger, 33-seater luxury Plaxton body with courier seat, certificate of fitness up to July, 1959, body, engine and chassis in excellent condition.

**1955** COMMER TS3, 37-seater luxury Burlingham body with a courier's seat, certificate of fitness up to October 1959, engine recently overhauled, a first-class luxury coach.

THE above can be viewed by appointment.

**ALLENWAYS, LTD.**, 580 Moseley Rd., Birmingham, 12, Phone, Calthorpe 3191-2. 780-243

**1949** COMMER 30-seater luxury coach, Model O, blue, Saxtus body, certificate of fitness September, 1962, £250. A bargain. Exchanges, etc. Johnsons Motors, Washbrook Rd., Rushden, Northants. Phone, Rushden 3221. 780-113

### CROSSLEY

**1952** CROSSLEY, downdraught engine, 37-seater, full-front Sirach body, radio and heater, certificate of fitness 24-6-62, £1,900 or part-exchange Bedford 29 Duplex. Phone, Great Bentley 241. 781-1881

**1949** CROSSLEY P.S.V. chassis, £185 o.n.o. Coaches and Components Ltd., 469-475 Holloway Rd., London, N.7. Archway 2647. 780-427

### DAIMLER

**FIVE** double-decker buses 1943-45 DAIMLERS, with 7.7 A.E.C. engines, certificates of fitness 1961, in very good condition, £250 each. Kerbey Motors, New Southend Arterial Rd., Hornchurch. Hornchurch 776. 780-390

### DENNIS

**1947** JIII, 35 Yeates, heater, certificate of fitness 31-12-59, price, £400 o.n.o. 1939 Big 4 Diesel, reconditioned engine back 3,000 miles, 35 Duplex, heater, lovely condition for age, certificate of fitness 11-11-60, £200 o.n.o. Warren's Coaches, Ticehurst 226. 780-xA1892

### FODEN

**1951** FODEN 39-seater, repainted, engine, clutch overhauled, certificate of fitness October, 1959, £1,350. Phone, Sonning 3171. 10 Warren Rd., Woodley, Reading. 783-6691

### LEYLAND

**1951** LEYLAND P51 Plaxton, 37 seats and courier, choice two, certificates of fitness, one fitted new Plaxton seats three months. 7 Parkway, Blackpool. Phone 25401. 780-1479

**LEYLAND** 1949 P51/1, Yeates body, 33-seater, very clean, certificate of fitness to November, 1959, two available, £650 each.

**1. SEVERN AND SONS, LTD.**, Boothmans Lane, Duncroft, near Doncaster. Stainforth 225. 780-52

**4** LEYLAND double-deck buses, £100 each, Autorex (Liverpool), Ltd. Holmes Lane, Liverpool, 21. Waterloo 2321. 780-358

### UNCLASSIFIED

#### CHARLES COPPOCK, LTD.

#### SERVICE BUSES.

#### THE GARAGE.

ELM GROVE, CROSS STREET, SALE, CHESHIRE.

**A** Large quantity of high-bridge double-deckers:—

**1946** LEYLAND PDI.

**1946** A.E.C. Regent, 7.7-litre.

**1945-46** GUY Arab, 5LW.

**A** Number of these carry certificates of fitness 1960-1961.

**1951** TILLING-STEVENS 33-seater coach, certified November 1960, powered by a 6LW Gardner oil engine, Price £275.

**1949** AUSTIN coach, 20 luxury seats in blue figured moquette, coachwork by Lee of Bourne-mouth, repainted cream and blue, tyres good, price £95.

**1947** A.E.C. Regal, powered by 7.7-litre oil engines, with 32-seater Harrington coach bodies, luxury seating in clean condition, choice of two, certificates of fitness expires May, 1961, and March, 1960, respectively, price £350 each.

**1948** BEDFORD Vista coach, 29-seater, certificate of fitness expired, to clear £150.

**SPECIAL** Offer: 5LW Gardner engines from £100 each. Can be tested prior to removal of engine from chassis.

**PHONE, SALE 5633.**

GRAMS. "BUSUNITS."

780-84

## Used Passenger Vehicles (contd.)

### P.V.D., LTD.

100

SELECTED BUSES AND COACHES  
ACTUALLY IN STOCK AND AVAILABLE FOR  
IMMEDIATE INSPECTION AND TEST.

### COACHES

#### FOR THE LITTLE MAN.

**1948** BRISTOL saloon, choice of ten, fitted Eastern Coachworks 35-seater bodies, low-type radiators, low-vision cab screens, 7.7 A.E.C. Diesel units, 5-speed boxes, in excellent mechanical and body condition. Certificate of fitness to 1960, price £350 each.

**1949** COMMER 31-seater full-luxury coach, in super mechanical and body condition, just re-engineered and re-certified for four years from April this year, price £250.

**1949** CROSSLEY 33-seater full-luxury coach, high-backed leather, moquette and Dunlopillo seating, in excellent mechanical and body condition. Certificate of fitness to 1959, price £250.

**1947** BEDFORD 29-seater coach, in excellent mechanical and body condition. Certificate of fitness to 1959, price £195.

**1948** A.E.C. choice of two 35-seater full-luxury Duplex bodies, high-backed leather, moquette and Dunlopillo seating, fitted 7.7 Diesel engines, crash boxes, in super mechanical and body condition, re-seated 1958. Certificate of fitness 1960-61, price £350.

**LEYLAND** T58/7, choice of two, fitted 33-seater 1950 Sirachan bodies, fully-fronted luxury coaches, high-backed leather, moquette and Dunlopillo seating, fitted 7.4 PSI Diesel engines, in good mechanical and body condition. Certificate of fitness just expired, all main pillars done this year, will re-certify at little expense, if any, price £275 each.

**1939** LEYLAND, choice of two, fitted 39-seater Alexander all-metal semi-coach bodies, high-backed tubular seating, re-seated this year, fitted 7.4 PSI type Diesel engine, in excellent mechanical and body condition. Certificate of fitness expires 1960, price £325 each.

**1938-39** LEYLAND, choice of two, fitted 35-seater Alexander all-metal semi-coach bodies, high-backed tubular seating, re-seated this year, fitted 7.7 Diesel engines, in excellent mechanical and body condition. Certificate of fitness to 1960, price £300 each.

**1945** A.E.C. 34-seater saloon, Brush all-metal body, 7.7 Diesel engine, crash box, in good mechanical and body condition. Certificate of fitness to end of 1959, price £250.

**1940-49** BRISTOL L-type 35-seater saloons, fitted 5LW Gardner Diesel engines, 5-speed boxes, in good mechanical and body condition, several chassis only, price £175 each.

**1940-39** LEYLAND, choice of 25 high- and low-bridge Leyland double-deckers, fitted 1948-49 Leyland all-metal bodies, in very good mechanical and body condition. Certificate of fitness to end of 1958, some 1959, will re-certify at very little expense, to clear, price £150-£175 each.

**DENNIS**, choice of 25, low-bridge double-deckers, fitted 1948-49 Park Royal bodies, 5LW Gardner Diesel engine 5-speed gearboxes, in excellent mechanical and body condition. Certificate of fitness expires end 1959-60, several with ticket nearly expired, will all re-certify, price to clear, £175-£200 each.

THESE are only a few of the vehicles we have in stock available for immediate inspection and test.

### TRADE INQUIRIES INVITED.

#### PASSENGER VEHICLE DISPOSALS, LTD.

#### WOLSTON GRANGE.

LONDON ROAD, RUGBY.

Phone, Wolston (Coventry) 330.

On the A45.

780-59

#### THE MOTOR DEPOT.

158 WALSGRAVE ROAD, COVENTRY.

Phone, day 53732; night 68503.

**NEW** AUSTIN 12-seater coaches, finished to P.S.V. requirements, price £850, very lively.

**1953** DENNIS 37-seater full-front Plaxton body.

**1952** BEDFORD Vega, 33-seater Duplex body.

**1951** LEYLAND P51, 35-seater Plaxton body.

**1951** COMMER, 35-seater full-front luxury body.

**1951** DENNIS, 35-seater full-front Duplex body.

**1950** LEYLAND P51, 33-seater full-front Plaxton.

**1949** BEDFORD Vista, 29-seater Duplex, new set high-back seats, 5 years' certificate of fitness.

**1949** CROSSLEY, 35-seater luxury body.

**1949** BEDFORD Vista, 29-seater Duplex body.

**1948** A.E.C., 35-seater Duplex body.

**1948** LEYLAND P51, 33-seater full-front Plaxton body.

**1948** BEDFORD Vista, 29-seater, new seats, 5 years' certificate of fitness.

H.P. FACILITIES. PART-EXCHANGES.

#### THE MOTOR DEPOT.

780-407

#### LANCASHIRE MOTOR TRADERS, LTD.

#### OLYMPIA GARAGE,

LIVERPOOL STREET, SALFORD 5.

Phone, Pendleton 5204; evenings, Oldham, Main 2461.

**1947-48** BEDFORD Vista Duplex 29 seats, choice of three certificates of fitness 1961, price from £250.

**1956-7** BEDFORD, petrol, 36 to 41 seats, choice of six.

WE also have a number of vehicles for workmen's service.

## October 10, 1959—THE COMMERCIAL MOTOR 53

(Supplement)

## Used Passenger Vehicles (contd.)

### E. J. BAKER & CO. (DORKING), LTD.

THE COACH SPECIALISTS OF THE SOUTH.  
COACH SHOWROOMS AND SERVICE STATION.  
TRADING ESTATE, FARNHAM, SURREY.

Phone, 8 a.m. to 6 p.m., Farnham 4626-7; after 6 p.m. Farnham 4481.

WE can give an early delivery of 1959 petrol and Diesel models, fitted Duplex, Burlingham and Plaxton bodies. Now available for demonstration. (Inquiries welcomed.)

**1957**, August, LEYLAND Tiger Cub, fitted 41 seats, Duplex centre-entrance body, radio and heaters, red interior, cream exterior, immaculate, £4,150.

**1955** BEDFORD Vega 38-seater, autumn tint interior, one owner only, £2,150.

**1953** BEDFORD SB Yeates Riviera, 35 seats, every extra fitted, retrimmed red interior, amber upholstery, glass roof quarters, reconditioned engine, six new tyres, certificate of fitness March, 1963, immaculate, £2,250.

**1953** BEDFORD Super Vega, fitted 39 seats, two heaters, certificate of fitness 1963, £1,850.

**1952** BEDFORD Vega, 33 seats, heaters, blue interior, one owner only, certificate of fitness January, 1962, £1,750.

**1952** DENNIS Falcons, fitted 35-seater Burlingham Scagall bodies, blue interiors, heaters, choice of three, certificates of fitness 1962, one owner only, £1,250.

**1949** BEDFORD Mark IV 31-seater bus, leather seats, certificate of fitness July, 1960, £200.

**1949** BEDFORD Vista, 29 high-back seats, radio and heater, good tyres, £675.

**1949** November, COMMER Avenger, 33 seats, all-weather body, blue interior, red and maroon exterior, certificate of fitness February, 1960, £750.

**1949** July, AUSTIN, 31-seater luxury body, good tyres, clean vehicle, £375.

**1949** SEDDON P6, fitted 31-seater full-front body, clean vehicle certificate of fitness 1959, £450.

**1949** BEDFORD 29-seater Vista, high-back seats, radio, heater and quarter lights, £650.

**1949** DENNIS J3, fitted luxury 35-seater body, radio and heater, certificate of fitness 30.4.59, £675.

**1948** COMMER Commando 30-seater, high-backed Dunlopillo seating, clean vehicle, £175.

**1948** DAIMLER CDB6, 35-seater body, very clean, good tyres, certificate of fitness 1960, repainted dual blue.

**1948** BEDFORD Mark IV bus, 28 seats, £150.

**1948** (Registered) A.E.C. 7.7 Burlingham 33-seater coach, certificate of fitness December, 1959, £325.

**1948** BEDFORD Vista 29-seater, red interior, certificate of fitness October, 1961, £395.

**1946** 7-8 BEDFORD Vistas, all with certificates of fitness, from £250.

**1947** GUY Arab, Gardner 5LW, Sirachans 35-seater coach, good runner, £150.

ALWAYS a good selection of coaches suitable for workmen and travelling shops. We invite your inquiries.

HIGH-BACK conversions, trimming, painting, accident repairs and cleaning speedily executed. 780-53

### THURGOODS OF WARE.

**1954** BEDFORD Super Vega (36) luxury coach, heater, radio, in exceptional condition, green and grey, only used high-class summer tours.

**1952** GUY Arab (41) Trans-United luxury coach, excellent condition, metal top sliding windows, sliding roof, heater, demister, chair seats, fog lamps, exterior red and cream, certified 1962, £1,975.

**1950** BEDFORD Vistas (29), red high-back seats, Formica sides, exterior cream and green choice of two from £675.

**1950** ALBION full-fronted coach, 31-seater Duplex, high-back seats, certificate of fitness 1960, £825.

**1951** DENNIS Falcon 34-seater full-front coach, good tyres, certificate of fitness 1961, £875.

**1948** 47-46 BEDFORD Vista (29), green, red and grey, choice of three from £325.

**1948** BEDFORD buses (28-30), blue, green and red, choice of four, from £275.

**1948** BEDFORD driver-operated door gears fitted, £17 15s.

BEDFORD retrimms and conversions to high backs, one-day service.

STEAM cleaning and underprapay.

### DOUBLE-DECKERS.

#### CHOICE OF 20

#### LOW- AND HIGH-BRIDGE BUSES.

GUY, LEYLANDS, A.E.C.s, DAIMLER, 5LW GARDNER AND OTHER ENGINES, IN GOOD ORDER, WELL MAINTAINED, AT LOW PRICES.

PHONE, WARE 833-4.

AFTER HOURS 896.

780-40

### ACORN MOTORS, LTD.

24 CROSS ROAD.

HANWORTH, MIDD.

Fel 2446.

Fel 3309.

WE have for disposal the following at any reasonable offer:—

**1957** 41 RUTLAND Clipper, turbo-charged 4 DC330 engine, excellent condition.

**1955** 2 x 41 COMMER Duplex, excellent condition, heaters, etc., both fitted with recon. engine this year.

**1954** 1 x 38 BEDFORD Vega, same condition.

**1953** 1 x 37 BEDFORD Vega, same condition.

**1951** 1 x 43 LEYLAND Royal Tiger, Metalcraft body, £1,650.

451

# Used Passenger Vehicles (contd.)

**FRANK COWLEY,**  
**200**  
**BUSES AND COACHES**  
**ACTUALLY IN STOCK**  
**AND**  
**READY FOR IMMEDIATE SERVICE.**

**1949** 48 A.E.C. 9.6 high-bridge all-metal double-deckers, certified 1960-61, in lovely condition throughout, ready to go to work, £650 each.  
**1948** A.E.C. 34-seater all-metal bodies, powered by 9.6 Diesel engines, certified 1960-61, £325 each.  
**1947** A.E.C. 34-seater all-metal bodies, certified 1960-61, fitted 7.7 Diesel engines, £295 each.  
**1947** LEYLAND PS1 32-seater buses, certified 1959-60, in immaculate condition throughout, all genuine machines fitted with genuine PSI engines, £350 each.  
**1948** BRISTOL 35-seaters, fitted with Gardner 5LW engines and 5-speed gearboxes, in immaculate condition throughout, £350 each.  
**1949** DENNIS 35-seater coach, fitted with Dennis Big 6 Diesel, certified, in excellent condition throughout, £295.  
**1950** DAIMLER full-fronted 33-seater, full-luxury coach, in lovely order throughout, fitted with good tyres.  
**1949** CROSSLLEY 33-seater full-luxury coaches, fitted Duple and Burlingham bodies, Crossley down-draught Diesel engines, lovely machines, £295 each.  
**1946** 7.7 and Gardner 5LW Diesel engines, good sound machines, £240 each.  
**1949** LEYLAND double-deckers, fitted with very modern 56 L-seater bodies, exceptionally clean and in beautiful condition, £270 each.  
**A.E.C.** 35-seater buses with almost new bodies and powered by A.E.C. Diesels, genuinely unmarked and in new condition throughout, £320 each.  
**1949** GUY 33-seater full-luxury coach, fitted with Gardner 5LW Diesel, in super condition, £295.  
**1948** A.E.C. full-luxury coaches fitted with A.E.C. 7.7 Diesels, really super throughout, £375 each.  
**OVER 300** vehicles actually in stock for you to choose from.  
**ASO** a quantity of Leyland, A.E.C. and Gardner engines, many fully reconditioned at prices from £125 each.

**FRANK COWLEY,**  
**3 BLACKFRIARS ROAD,**  
**SALFORD, 3.**  
Phone, Manchester, Blackfriars 7577 and Blackfriars 1048. 780-48

**COACHES AND COMPONENTS, L.T.D.,**  
469-475 HOLLOWAY ROAD, LONDON, N.7.  
Phone, Archway 2647 (five lines).

**1950** MAUDSLAY, A.E.C. 7.7 engine, 33-seater Duple, sliding roof, Clayton heater, new tyres all round, red moquette, exterior red, maroon, white, certificate of fitness to December, 1959.  
**1950** July, GUY Vixen, 29-seater Thurgood body, blue moquette, exterior blue, certificate of fitness to 1959.  
**1950** May, DENNIS 35-seater Whitson coach, exterior brown-cream, certificate of fitness to April, 1960.  
**1950** February, BEDFORD 29-seater Vistas, green moquette, exterior cream-green, clock, sliding roof, certificate of fitness to December, 1958.  
**1949** May, CROSSLLEY, 33-seater Duple body, red-fawn moquette, exterior red-cream, certificate of fitness to May, 1959.  
**1949** June, CROSSLLEY 33-seater Whitson coach, red moquette, maroon-cream exterior, clock, heater, top sliding windows, sliding roof, certificate of fitness to July, 1959.  
**1948** May, DENNIS Lancet III, 33-seater Duple full-luxury, sliding roof, high-back seats, red-fawn moquette, exterior cream-blue, heater, certificate of fitness May, 1959.  
**1947** November, MAUDSLAY Mark II, fitted with moquette, exterior red-cream, clock, heater, sliding roof, certificate of fitness December, 1961.  
**1947** June, BEDFORD 26-seater Vista, floral moquette, exterior maroon and cream, sliding roof, certificate of fitness to September, 1961. 780-428

**BIRD'S COMMERCIAL MOTORS, L.T.D.,**  
**BIRMINGHAM ROAD,**  
**STRATFORD-ON-AVON.**  
Phone 3222-3-4 and 2136. Grams, "Quicksale."

**THREE** 1952 BEDFORD Duple 33-seater coaches, petrol, certificate of fitness to 1961, £1,250 each.  
**1954** BEDFORD 38-seater coach, Diesel, £1,850.  
**THREE** vehicles are indistinguishable from new and used only during summer season.  
**TWO** only, LEYLAND PD2 double-decker buses, 56-seaters as new.  
**TWO** LEYLAND PD1 double-decker buses, 56-seaters, all-metal bodies by Leyland.  
**TWO** DAIMLER 1945 double-decker buses, 56-seaters.

**THE** above vehicles carry current certificates of fitness.  
**FURTHER PARTICULARS**  
**AND**  
**PRICES**  
**ON APPLICATION.** 780-132

A52

# Used Passenger Vehicles (contd.)

**ARLINGTON MOTOR CO., L.T.D.,**  
**LONDON'S LEADING PASSENGER AND**  
**COMMERCIAL-VEHICLE SPECIALISTS.**  
**HEAD OFFICE:—**  
**HIGH ROAD, PONDERS END, ENFIELD, MIDDLESEX.**  
**HOWARD 1266, PBX.**

**NEW** BEDFORD petrol engine chassis mounted with Duple 37-seater coachwork, glass roof quarters and tubular racks, £500 worth of extras including tables, finished red and grey.  
**THIS** coachwork exhibited at Earls Court on the Duple stand.  
**EARLY** delivery of new BEDFORD petrol engine 1959 2 Duple 41-seater Super Vega coaches, finished to instructions, demonstrations available.  
**NEW** BEDFORD petrol engine 1959 Plaxton 41-seater coachwork, early delivery, finished to instructions.  
**NEW** COMMER TS3 chassis fitted with 5-speed gearbox and air brake, mounted with Duple 41-seater coachwork, top sliding windows, leather fitted, two heaters fitted, finished cream and red, immediate delivery.  
**1958** BEDFORD Duple 41-seater Super Vega, 10,000 miles, many extras, finished blue, certificate of fitness 1963, choice of three.  
**1955** BORGWARD 7-seater Microbus, petrol engine.  
**1952** A.E.C. Mark IV, mounted with 39-seater full-front Burlingham coachwork, heater fitted, central entrance, autumn tint, moquette, finished cream and green, good tyres, immaculate condition, certificate of fitness 1963.  
**1951** BEDFORD 33-seater Duple Vega, 7 ft. 6 in. wide, glass roof quarters, tubular parcel rack, heater fitted, finished cream, certificate of fitness 1961.  
**1949** BEDFORD 29-seater Duple Vista, heater fitted, finished blue and cream, certificate of fitness 1959.  
**1947** A.E.C. Regal, 7.7 engine, 35-seater Duple coachwork, certificate of fitness 1960.

**THE FOLLOWING COACHES ARE AVAILABLE FOR ANY REASONABLE OFFER, IMMEDIATE DELIVERY SUBJECT TO BEING UNSOLD.**

**1939** LEYLAND, TS4 oil engine, mounted with 1948 Duple 33-seater coachwork, full-front conversion, full luxury seating, good tyres, new certificate of fitness being obtained, finished green.  
**CHOICE** of seven 1947-48 BEDFORD 29-seater coaches, complete with certificates of fitness to 1961, finished green.

**PART-EXCHANGE AND HIRE-PURCHASE**  
**ARRANGED BY OUR DEPOTS AT:—**  
**LONDON,**  
**25-27 VAUXHALL BRIDGE ROAD, VICTORIA, S.W.1.**  
**Vic 6033.**  
**CARDIFF,**  
**DUMBALLS ROAD, CARDIFF.**  
**Phone, Cardiff 30641.**  
**SUDBURY, SUFFOLK.**  
**CORNARD ROAD, SUDBURY, SUFFOLK.**  
**Phone, Sudbury 2301. 780-345**

**ERRINGTONS OF EVINGTON, L.T.D.**  
**NEW** model BEDFORD Duple and Plaxton 41-seater coaches for early delivery.  
**1958** COMMER Rootes Diesel, 5-speed gearbox, Duple, 41 Continental seats, radio and heater, certified December, 1964, price £3,300 (having £1,100 approx.), genuine mileage 13,000.  
**1949** CROSSLLEY (down-draught engine), 33-seater Whitson coachwork, certified 1959, £290.  
**1948** DENNIS Lancet III 6-cylinder Diesel, Yeates 35-seater coach, recertified three years, good all round, £400.

**PART-EXCHANGE, HIRE-PURCHASE.**  
**EVINGTON, LEICESTER.**  
Phone 38102-3. 780-188

**COMBERHILL GARAGES, L.T.D.,**  
**INGS ROAD, WAKEFIELD.**  
**TRANSPORT VEHICLE SPECIALISTS.**

**NEW** 1959 model COMMER TS3 Diesel 41-seater 1 Plaxton Consort coach, glass roof quarters, heater, radio, all extras.  
**NEW** 1959 model BEDFORD (petrol) 41-seater Plaxton Consort, heater, radio.  
**NEW** 1958 ATKINSON L644 lightweight (Gardner 4LW) 37-seater Plaxton highway omnibus.  
**1954** BEDFORD (36 h.p. petrol) 36-seater Burlingham Seaqual, heater, radio, cream-black.  
**1951** ALBION Victor (Diesel FT3) 31-seater Cawood full-front, choice of two, cream-blue, £750.  
**1950** ALBION CX9 (Diesel), 35-seater Cawood cream, blue, choice of two, £425.  
**1948** LEYLAND PS1 (7.4 Diesel) 33-seater Burlingham, grey-blue, certified 1951, £650.  
**1948** DENNIS Lancet (6-cylinder Diesel) 35-seater Duple, heater, certified 1959, £475.  
**1946** 45 DAIMLER CVD6 (A.E.C. 7.7 Diesel) 6-seater Mansey double-decker, choice three.

**HIRE-PURCHASE FACILITIES.**  
**COMBERHILL GARAGES, L.T.D.,**  
Phone, Wakefield 6051-5. 780-360

# Used Passenger Vehicles (contd.)

**STANLEY HUGHES AND CO., L.T.D.,**  
**LODGE GARAGE,**  
**WHITEHALL ROAD WEST,**  
**GOMERSAL, NEAR LEEDS.**  
Phone, Dudley Hill 1144-9.

**OFFERS FOR EARLY DELIVERY:—**  
**A.E.C. RELIANCE, LEYLAND CUBS,**  
**BEDFORD PETROL/OIL OR**  
**COMMER TWO-STROKE.**  
**FITTED WITH PLAXTON, BURLINGHAM OR**  
**DUPLE BODIES.**  
**SECOND-HAND MACHINES FOR**  
**DELIVERY OCTOBER.**

**1958** BEDFORD 41-seaters, Plaxton bodies.  
**1955** A.E.C. Reliance, 41-seater Burlingham bodies choice of three.  
**1955** A.E.C. Reliance 41-seaters, Plaxton bodies, immaculate, choice of four.  
**1949** 50 A.E.C. 9.6, fitted with 35-seater Plaxton bodies in 1953, without bulkhead, choice of 16.  
**1952** BEDFORD Duple, 8 ft. wide, 33-seater, choice of four.  
**1951** COMMER Avenger, fitted with Plaxton 33-seater bodies, 8 ft. wide, choice of three.  
**A** Number of LEYLAND PS1, fitted with Bellhouse Hartwell and Duple Ambassador bodies.  
**A** Number of 1955-6-7 BEDFORD petrols, 36-41-seaters, for delivery November.  
**A** LEYLAND, 6LW, double-decker, new body in 1950, just been certified.  
**1948** LEYLAND PS1, Burlingham half cabs, choice of two.  
**1946** LEYLAND PS1, 35-seater service bus, just been re-certified.  
**A** Number of Crossley and Bedford coaches, cheap to clear.

**SPARES** for all types of passenger vehicles.  
**SPARE PARTS DEPOT:**  
**BRADFORD 64331-2.**  
**NIGHT PHONE:**  
**MIRFIELD 3183, 2160.**  
**WALES:**  
**R. COWDELL, NEWPORT 59866. 780-404**

**KIRKBY AND SONS (SALES), L.T.D.,**  
**CROSS ROAD GARAGE,**  
**ANSTON, NEAR SHEFFIELD.**  
**BEDFORD MAIN DEALERS.**

**NEW BEDFORD**  
**PETROL Duple SUPER VEGA,**  
**IMMEDIATE DELIVERY, OFFERED AT SPECIAL**  
**PRICE DUE TO LATE SEASON.**

**NEW A.E.C.**  
**DUPLE OR PLAXTON**  
**41-SEATER**  
**FOR IMMEDIATE DELIVERY.**

**1954** 38-seater BEDFORD Duple, £2,000.  
**1956** BEDFORD Duple 41-seater, £2,550.  
**1951** Royal Tigers, Plaxton 41- and 39-seaters, choice of four, £2,150.  
**1951** A.E.C. Mark IV, Burlingham 35-seater, £2,100.  
**1950** 33-seater COMMER Plaxton, choice of three, £1,000.  
**1950** MAUDSLAY, A.E.C. 7.7, 33-seater Duple, £1,000.  
**SEVERAL** half-cab and BEDFORD coaches suitable for contract work.

**TERMS AND EXCHANGES.**  
**PHONE, DINNERINGTON 541 (DAY AND NIGHT).**  
**NIGHT PHONE, KIVERTON 220, MANSFIELD 5395.**  
**780-285**

**COLBRO, LTD., offer:—**

**THREE** GUY deckers, certificate of fitness 1959 and 1960, from £175.  
**ONE** Bendle Cub single-decker, 1949, certificate of fitness 1959, £185.  
**ONE** DENNIS dekker, certificate of fitness 1960, 1949 decker, £195.  
**BRISTOL** single-deckers from £100-£150 each.  
**FOUR** ALBION single-deckers, 6LW, offers.  
**FOUR** A.E.C. single-deckers, 1948, £300 each.  
**TWO** GUY deckers, 6LW, offers.  
**CHOICE** of 20 LEYLAND high-bridge and low-bridge A.L.L. vehicles actually in stock.

**ENGINES, axles, gearboxes** available for most types.  
**JAW BONE WORKS,**  
**WOOD LANE,**  
**ROTHWELL, LEEDS.**  
Phone, Rothwell 3258. 782-6687

# Used Passenger Vehicles (contd.)

**BARNAR**

**1958** BEDFORD Duple, rear dome lights, rear door out, certificate of fitness 1964.  
**1957** BEDFORD Duple, rear dome lights, rear door out, certificate of fitness 1964.  
**1954** BEDFORD Duple, rear dome lights, rear door out, certificate of fitness 1964.  
**1953** BEDFORD Duple, rear dome lights, rear door out, certificate of fitness 1964.  
**1952** GUY Thurgood, clean condition throughout, certificate of fitness 1964.  
**1952** BEDFORD Duple, rear dome lights, rear door out, certificate of fitness 1964.  
**1951** 52 AU 34 seat, 1962 AU COMI tyres, 1960.  
**1950** BEDFORD Duple, rear dome lights, rear door out, certificate of fitness 1964.  
**1950** back tion throughout, DEN.  
**1950** Strachan, MAU full-luxury heater, clean condition.  
**1949** DAI full-luxury clean condition, BED.  
**1948** Duple, throughout, a 1947 MAU a 1959, good, clean condition.  
**WE** also have workmen.

**PART-EX**

**BARNAR**

31

After 5 p.m. at

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## Used Passenger Vehicles (contd.)

### BARNARD AND BARNARD, LTD.

**1958** BEDFORD Super Vega 41-seater, full-luxury Duple body, fitted with radio, lift-up roof lights, rear dome lights, in excellent condition throughout, certificate of fitness 1964.  
**1957** BEDFORD Super Vega 41-seater, full luxury Duple body, radio, many extras, certificate of fitness 1964.  
**1954** BEDFORD 38-seater Plaxton, three lift-up roof lights, radio, heater, many extras, finished in red and grey, certificate of fitness 1959.  
**1953** BEDFORD Burlingham Scagull 36-seater, full luxury body, fitted with radio and heater, lift-up roof lights, in good, clean condition throughout, certificate of fitness 1963.  
**1952** GUY Arab, fitted with a 35-seater full-front Thurgood body, fitted with radio, heater, in clean condition throughout, certificate of fitness 1961.  
**1952** BEDFORD, 35-seater Plaxton body, radio, heater, many extras, good tyres all round, certificate of fitness 1962.  
**1951** 52 AUSTIN Kenex full luxury, full front, 34 seaters, finished in metallic blue, certificates of fitness 1962 and 1963; choice of four.  
**1950** COMMERCIAL Avenger, 33-seater Plaxton, good tyres, finished in blue, certificate of fitness 1960.  
**1950** BEDFORD Victor 29-seater full luxury, high-back Duple body, fitted with heater, in good, clean condition throughout, certificate of fitness 1960.  
**1950** DENNIS Lancet, 33, 35-seater full-luxury Strachan body, certificate of fitness 1960.  
**1949** MAUDSLAY, 7.7 A.E.C. oil engine, 33-seater full-luxury Gurney Nutting body, fitted with heater, clean condition throughout, certificate of fitness 1960.  
**1949** DAIMLER, 33-seater full-luxury Harrington dorsal fin body, fitted with heater, in good, clean condition throughout, certificate of fitness 1959.  
**1948** BEDFORD Vista, 29-seater Duple body, Duple body, in good, clean condition throughout, certificate of fitness 1960, choice of three.  
**1947** MAUDSLAY, 7.7 A.E.C. oil engine, fitted with a 1951 full-front Strachan body, heater, in good, clean condition throughout, certificate of fitness 1959.

WE also have a choice of several coaches, suitable for workmen and mobile shops, at reasonable prices.

#### PART-EXCHANGE. HIRE-PURCHASE.

### BARNARD AND BARNARD, LTD.

310-326 SYDENHAM ROAD,  
LONDON, S.E.26.

Sydenham 4622, 3778.

After 5 p.m. and 12.30 Saturday, phone, Biggin Hill 330, 780-310

### DON EVERALL, LTD.

34 CLEVELAND ROAD,  
WOLVERHAMPTON.

#### PASSENGER TRANSPORT SPECIALISTS.

NOW taking orders for 1959 BEDFORD 29-41-seater coaches, fitted petrol or Diesel engines.

**1957** COMMERCIAL Rootes Diesel 41-seater Duple coaches, overdrive, heaters, etc., as new, painted to your instructions, certificate of fitness 1964, £3,200.

**1953** LEYLAND Royal Tiger 41-seater Burlingham coach, certified 1963, £2,300.

**1952** DAIMLER Freeline 43-seater Metalcraft coach, heaters, etc., certified 1962, £2,000.

**1951** August, BEDFORD petrol 34-seater Plaxton coach, certified 1961, £1,350.

**1950** FODEN 6LW Gardner 33-seater Windowover coach, certificate of fitness 1960, £650.

**1949** GUY Meadows Diesel engine, fitted with 1952 37-seater Yeates coach body, certified 1960, being repainted, £1,100.

**1949** MAUDSLAY 7.7 Diesel 33-seater Burlingham coach, fitted new seats, certified 1959, £600.

**1948** A.E.C. Mark III, 9.6 Diesel engine, 33-seater Burlingham coach, certified 1960, £650.

**50** Coaches and buses always in stock.

SEND for list giving full particulars, prices, etc.

#### HIRE.

**33-SEATER** half-cab Diesel coaches for hire on monthly terms.

PHONE, WOLVERHAMPTON 23212.

NIGHTS AND WEEK-ENDS 32347 AND 22293.

### DON EVERALL, LTD.

780-87

### J. W. FIELDSSEND, LTD.

PALACE BUILDINGS,  
229 CROSS LANE,  
SALFORD, 5.

Phone, Fendleton 5331.

**1958** BEDFORD petrol 41-seater Plaxton.

**1958** COMMERCIAL TS3 41-seater Plaxton, 2-speed axle.

**1957** BEDFORD petrol 41-seater Plaxton and Duple; choice of several.

**1957** COMMERCIAL TS3 41-seater, Plaxton or Duple; choice of several.

**1956** COMMERCIAL TS3 41-seater Duple, choice of two.

**1955** BEDFORD petrol 38-seater Duple, choice of two.

**1949** LEYLAND PS2 33-seater Harrington.

**1949** LEYLAND PS2 35-seater, full-front Harrington.

SEND for full list.

PLEASE write or phone for appointment to view.

780-250

## Used Passenger Vehicles (contd.)

### F.C.S., LTD.

#### SUPER COACHES

#### SUPER COACHES

#### FOR THE SMALL OPERATOR.

#### SPECIAL H.P. TERMS.

#### PART EXCHANGES.

**1951-52** A.E.C., fully fronted Beadle, choice of 16 39-seater coaches in immaculate body and chassis condition, certificate of fitness 1951-52, price £900-£950 each.

**LEYLAND**, super coaches, choice of 20, fitted 1959-60 Harrington 35-32-seater full luxury bodies, deep cushion high-backed full luxury leather and moquette seating, large continental rear luggage boot, front entrance sliding door, etc., in immaculate mechanical and body condition, certificate of fitness 1959-60, to see is to buy, price £350-£395 each, good order.

**ALL** the above vehicles carry our 3-month guarantee.

#### SPECIAL H.P. FACILITIES.

#### PART EXCHANGES.

#### FLEET CARS (SALES), LTD.

#### F.C.S. WORKS.

LONDON ROAD,  
DUNCHURCH.

NR. RUGBY. 780-174

#### THE MILLBURN ORGANIZATION.

PRESTON, LONGTON, LANCS, 3255-6.

GLASGOW BELL 0073.

CARLISLE 25422.

#### PASSENGER VEHICLE SPECIALISTS.

**1950** July, COMMERCIAL Avenger 34-seater full-luxury coach, radio and heater, certificate of fitness June, 1959.

**1947** LEYLAND PD1 chassis, 7.4-litre Diesel engine, fitted Brush 53-seater low-bridge-type double-deck bus, certificate of fitness from 1959 to 1961.

**1947** A.E.C. 7.7 Duple 35-seater bus, very fine order.

**1946** LEYLAND PS1 service buses, 32-seater, Roe bodies, certified to 1959; choice of four.

**1945** GUY SLW Roe low-bridge 55-seater double-deck bus, good order.

**OVER** 100 high- and low-bridge-type double-deck buses from £100 each, also a number of Leyland 16-seater buses, Dennis 32-seater buses with SLW power units, suitable for contract or public works contractors, price from £175 each.

#### FOR EXPORT ONLY.

**A** number of LEYLAND TS8 chassis with 7.4 Diesel power unit and fitted with 1949 Duple high-back seating coachwork.

#### MILLBURN MOTORS (PRESTON), LTD.

WALMER BRIDGE,  
LONGTON, PRESTON.

Phone, Longton, Lancs, 3255-6. 780-401

#### NORTHS.

PONTEFRAC ROAD, LEEDS, 10.

Phone 76809, 76022.

#### OFFER a number of:-

**1946** LEYLAND PD1s, fitted high-bridge, 56-seater Burlingham bodies, really immaculate condition, certified until 1960-61, £450 each.

**1946** BRISTOLS, double-deck low-bridge, certificates of fitness 1960-61, fitted A.E.C. 7.7 engine, £325.

**LEYLAND** TD5s, fitted Burlingham high-bridge bodies, 1947, current certificates of fitness, very clean condition, £165.

**GUY**, 1944, 56-seaters, high-bridge bodies, rubbered windows, good value at £175 each.

**ANY** other vehicles to choose from. All vehicles, passenger or commercial, taken in part-exchange. Deliveries arranged anywhere. Distance no object. Terms if required.

780-166

**LEYLAND** PS1 1950 full luxury coach, certificate of fitness 1960, immaculate, used private hire only; also Foden 33-seater coach, 1949, certificate of fitness 1960, fitted 6LW Gardner engine, both cheap for quick sale. Other half-cab coaches for workers' contracts. Phone, Palmers Green 5473. 780-x1595

**ONE** double-deck bus, low-bridge, 53 seats, 5-cylinder Gardner engine, body perfect, snip, £275. Phone, G1a 2622. 780-6665

**1950** BEDFORD Vista, Plaxton 33-seater, certificate of fitness 1960, Perspex dome, roof and quarters, seats retrimmed, £700. 1950 Commer Avenger, Churchill, 33-seater, £350 or highest offers will be accepted to clear, Pettigrew Bros., Mauchline, Phone 479; after 6 p.m., 359. 781-6679

**1952** A.E.C. 7.7 37-seater Yeates body, taxed for year, certificate of fitness 1962, in excellent condition, £1,100; 1952 Dennis Falcon 33-seater, Plaxton body, 9.5 Diesel engine, taxed for year, certificate of fitness 1961 in first-class condition, £1,100. B. J. Mellor, Ltd., Littlethorpe, Leicestershire. Phone, Narborough 780-x1674

## Used Passenger Vehicles (contd.)

### PERCY D. SLEEMAN, LTD.

LONDON COMMERCIAL DEALERS.

**COMMERCIAL** Rootes Diesel Burlingham 41-seater, finish to choice, 14 days' delivery.

**A.E.C.** Reliance Duple 41-seater, finished to choice, 14 days' delivery.

**1956** BEDFORD Vegas, Duple body, 41-seaters.

**1955** COMMERCIAL TS3, Plaxton bodies, 39- and 41-seaters, certificates of fitness.

**1952** A.E.C. Mk. IV, Harrington body, 41 seats, good condition.

**1951** LEYLAND Royal Tiger 41-seater, mounted Strachan body, 8 ft. wide, air brakes, choice of two, certificate of fitness 1961.

**1951** Gurney Nutting body, 8 ft. wide, air brakes, certificate of fitness 1961.

**1947** A.E.C. 7.7 engine, 33-seater, all-metal bus body, upholstered in green leather, certificate of fitness 1960, £325.

**1943** 46 DAIMLER, 7.7 or Gardner SLW, choice of several, certificates of fitness, from £195.

**1943** 45 GUY, 55 seats, choice of several, 5- or 6-cylinder Gardners, certificates of fitness from £195.

**SEVERAL** A.E.C. 9.6 and Leyland PS1, chassis only.

#### 38 UXBRIDGE ROAD,

EALING, W.S.

Phone, Ealing 7987; Uxbridge 5022.

After hours, Western 1321. 780-395

### SAVILLE MOTOR SALES, LTD.

MAIN VAUXHALL, BEDFORD DEALERS.

LAND ROVER AGENTS.

STRATFORD-ON-AVON.

**1959** BEDFORD Duple 30-seater bus, 300 cu. in. Diesel engine, finished in red and grey, fitted heater, etc., immediate delivery.

**UNIQUE** offer.

**HERE** is an opportunity to purchase an outstanding example of the BEDFORD Vista 25-seater coach, first registered 1950, repainted cream and red, re-seated in red patterned moquette, new floor covering, tubular rack, roof quarter lights, Formica to waist, retyped all round, mechanically sound, certificate of fitness 1964.

**1949** COMMERCIAL 30-seater Yeates body, immaculate condition.

**1949** CROSSLEY 35-seater body, recent engine overhaul.

#### PART-EXCHANGES, hire-purchase facilities.

### SAVILLE MOTOR SALES, LTD.

HARVESTER HOUSE,

STRATFORD-ON-AVON.

Phone 3681 (10 lines) and Monmouth 336-7.

780-493

### LES GLEAVE, LTD.

FOURWAYS GARAGE,

ARCLID, NR. SANDBACH, CHESHIRE.

Smallwood 225, 226.

**1955** COMMERCIAL 41-seater Plaxton body, fitted with TS3 Diesel, choice of two.

**1957** COMMERCIAL 41-seater Plaxton body, TS3.

**1956** COMMERCIAL 41-seater Duple body, choice of two.

**TWO** 1951 LEYLAND Royal Tiger 41-seaters, Plaxton body, fitted with air brake, £1,800 each.

**ONE** 1952 33-seater BEDFORD Duple.

**SPECIAL** 7 1952 Continental height BEDFORD 29-seaters, fitted on 1952 Bedford Vega chassis, quarter lights, tubular rack, microphone, first-class condition, must be seen.

**WE** are now taking orders for the coming season. Bedford, Commer, new Fords, Leylands, A.E.C., etc. Part-exchanges. Hire-purchase arranged.

### LES GLEAVE, LTD.

FOURWAYS GARAGE,

ARCLID, NR. SANDBACH, CHESHIRE.

Smallwood 225, 226. 780-455

**1949** COMMERCIAL 29-seater Harrington, fitted PS, very good condition, £350.

**1947** BEDFORD 29-seater, good mechanical order, body needs attention, £140.

**1943** BEDFORD Utility, £85.

**1939** A.E.C. 64-seat double-deckers, first-class order, £200; choice of two.

**PRICES** COACHES, Broughton Astley, Leicester. Phone, Sutton Elms 381. 781-6611

**PEERLESS MOTORS, LTD.**, Bath Rd., Slough. Phone 25121.

**1942** LEYLAND petrol for workmen's transport, £95.

**1949** CROSSLEY Diesel for workmen's transport, £250. 780-215

**DEACON'S GARAGE**, Dorchester, Oxon. Phone, Clifton Hampden 217.

**NUMBER** of 1946 A.E.C. double-deck buses, 50-seaters, Metro-Cam. bodies, certificates of fitness to 1960, from £300.

**CHOICE** of four 6-cylinder Gardners and several Mandlays.

**CHOICE** of GUY double-deck 6LW and 5LW 56-seaters, from £225. 780-136

A53

Used Passenger Vehicles (contd.)

**V. COLEMAN,**  
166 MAIN ROAD,  
SUNDRIDGE, KENT.  
Bristol 291.

**1958** BEDFORD Super Vega 41-seater Duple, colour ivory, interior red, heaters.  
**1951** A.E.C. 39-seater, full front Plaxton, radio and heater, finished cream and blue, excellent tyres, certificate of fitness 1961, £1,450.  
**1951** BEDFORD Vista 29-seater Duple, one owner, certificate of fitness 1961; choice of two.  
**1949** BEDFORD Vista 29-seater Duple, one owner, certificate of fitness 1959, choice of two.  
**1947** BEDFORD Vista 29-seater Duple, certificate of fitness 1961; choice of two.  
**1950** AUSTIN 14-seater lightweight full-luxury coach, certificate of fitness to 1959. 780-354

**1945** BRISTOL double-deck buses, 55 seats, 5LW Gardner engines or 77, from £175 each.  
**1940** LEYLAND single-deck 35-seater buses from £100 each.  
HIRE-PURCHASE arranged.

**A. E. CONNORTON, LTD.,** 328 Brixton Rd., S.W.9.  
Brixton 7962, Pollards 2421. 780-147

**1955** Harrington Contender 41-seater coach, 1952 Sentinel 37-seater Gurney Nutting coach, both in immaculate condition. Thomas Motor Tours, Ltd., Newark, Notts. Newark 550. 782-xA1879

**GARNER COACHES, LTD.,** offer for immediate service of A.E.C. Dennis and Austin 29-33-seater coaches, all with certificates of fitness, attractive prices. 37 South Ealing Rd., London, W.5. Ealing 9046. 780-234

**VICTORIA COACHES offer—**  
**1958** BEDFORD 41-seater Plaxton.  
**1957** BEDFORD 41-seater Duple.  
**1953** CROSSLEY 37-seater.  
**1955** BEDFORD 38-seater Duple.  
PLEASE write or phone for appointment to view.  
**1159** LONDON RD., Leigh-on-Sea. Phone 74456. 780-260

**A.E.C.** 7.7 engines, crash gearboxes, 33-39-seater coaches and omnibuses, also Crossley down-draught engine, 5-speed box, 37-seater luxury body, all certified and cheap for quick sale, overseas inquiries invited. Volpre, 619 Sheffield Rd., Sheepbridge, Chesterfield. 780-xA1742

Use Passenger Vehicles (contd.)

**SHIPLEY'S TOUR.**  
HENRY SQUARE, ASHTON-UNDER-LYNE.

**1956** BEDFORD R6 41-seater Riviera, choice of two, £2,750.  
**1951** ROYAL Tiger Plaxton 43-seater, £2,200.  
**1952** ROYAL Tiger Santos 41-seater, £2,100.  
**1951** Royal Tiger Buntingham 39-seater, lifting roof lights, choice of two, £2,100.  
**1952** Bellhouse Hartwell P51, 35-seater touring body, courier seat, air conditioned, Continental lights, etc., £1,150.  
ALL the above are fitted with heaters and radios and are in first-class condition throughout. Ash 1165 (or Ash 2925 after 6 p.m.). 780-339

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**1957** BEDFORD 41 Duple, low mileage, £2,950.  
**1956** BEDFORD 41 Duple, low mileage, £2,750.  
**1950** BEDFORD Duple Vista 29-seater, low mileage, £750.  
**1947** BEDFORD Duple Vista 29-seater, very good order, £325.  
**1949** CONMER, 29-seater Myers Bowman body, excellent condition, certificate of fitness 1959, £325.  
**1949** FODEN, 5-cylinder Gardner, Duple 33-35-seater, new retires, certificate of fitness 1962, £685.  
**CONWAY HUNT, LTD.,** Brox Rd., Ottershaw, Phone, 780-268. Ottershaw 461

**1952** 38-seater BEDFORD, Gurney Nutting body, ticket 1962, £1,400.  
**1953** A.E.C. Mark IV 41-seater, ticket 1963, £2,250.  
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ALL three in immaculate condition.  
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**FOR** sale, additional to requirements, 1950 A.E.C. Regal Mark 3; 1950 Bedford 29-seater Vista, both Duple bodies, very clean; 1947 Daimler 33-seater Santos body, all painted blue, two shades. W. Allan, Gorebridge, Midlothian. Phone 77. 780-x1743

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**WANTED,** 10-14-seater coach, P.S.V. or otherwise, 1950 onwards. Woolfenden's, Ltd., Breck Rd., Anfield, Liverpool. Amf 4680. 780-6642

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**ARE** now taking orders for 1959 BEDFORD 29- to 41-seating capacity luxury coaches, fitted with petrol or Diesel engines.  
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**ARE NOW TAKING ORDERS FOR**  
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**41-SEATER DUPLÉ LUXURY COACHES,**  
AIR BRAKES, OVERDRIVE, HEATERS, ETC.  
Immediate delivery. Painted to your instructions.  
We have just purchased Duple Motors' remaining stock of Commer bodies and can offer very favourable terms. Part-exchanges, etc. 780-85

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**CHEVROLET** 4 by 4 fitted with Bedford engine, Atkinson lime-spreader body, twin rear wheels, £160 or near offer. V. Gates, Transport, Caterham 3943. 781-x1478

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**A** Large selection of articulated vehicles always in stock, 3-tonners to 100-tonners, including a wide variety of types. Let us know your requirements. Terms and exchanges.  
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**1948** BEDFORD-SCAMMELL O-type tractor, very clean, good mechanically with Scammell 20-ft. or 23-ft. platform trailer.  
**1951** BEDFORD-SCAMMELL S-type tractor, excellent condition throughout with Scammell 20-ft. or 23-ft. trailer.  
**1954** BEDFORD-SCAMMELL A-type Diesel tractor, Choice of three.  
**1957** SCAMMELL 23-ft. platform trailer, Choice of two.  
**1957** SCAMMELL 20-ft. platform trailer, Choice of four.  
**PHONE,** Articulated Department, Colindale 7171, ext. 10. 780-44

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**NEW BEDFORD-SCAMMELL** 8-ton forward-control 10-ton tractor unit, immediate delivery.  
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**AUSTIN** and Bedford 4 x 2 and 4 x 4 3-ton vehicles, in first-class condition, available. Specification and photographs available on request. Overseas inquiries invited.  
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**ALBION** 6 ton, Phone, Cobham

**LOW-MILEAGE** condition, £1,000. Ewelme Oxon.

**AMERICAN** type, twin in Colony, Holbea

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**PERCY SLEEP** W.5. Phot hours, Western

**EX-W.D.** 6 ton, gantry and ally perfect, £1,000. Ashby 75

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**LUTON** van, L. us your chassi, 2-year guarant, FREIGHT E. Kent. Pho

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**1947** 2-ton, OAKTHOR, Palmers C

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Phone, Leamrocks 477.

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DEALERS AND DISMANTLERS.  
4 X 4 SPECIALISTS 6 X 6  
VEHICLES. SPARES. TYRES.

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**LUTON VANS AND PANTECHNICS**  
LET us quote you for a Freight light-alloy Luton on your chassis, 600 to 2,000 cu. ft., prices from £295. 2-year guarantee.

**FREIGHT ENGINEERING CO.**, Cray Rd., Sidcup, Kent. Phone, Footscray 6851.

**1953** FORD 4D Diesel Thames Luton van, 1,350 cu. ft. in excellent running order, £365. **RUSH GREEN MOTORS**, Langley, Hitchin, Herts. 780-113.

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**1950** BEDFORD 5-ton Luton van, all alloy construction, £125. Justice, Langley Mill 3182.

**1954** MORRIS 5-ton long-wheelbase forward-control Diesel with Pantechnicon body, approximately 1,100 c.c. full Luton drop well, walk-in tailboard, C licence only, unladen weight 3 tons 5 cwt., £475, licensed end of year.

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**1955** DENNIS with Meadows Diesel, 1,650 cu. ft., excellent condition. Phone, Sme 2027.

**1951** AUSTIN 5-ton furniture van, full Luton body, used on C licence only, £395.

**1950** MORRIS 5-ton furniture van with full Luton body, £325. Both vehicles guaranteed mechanically.

**H. SPRING**, 108 Alexandra Park Rd., N.10. L. Enterprise 7667.

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**SPURLING CITY DEPOT OFFER:**

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HIRED-PURCHASE. PART-EXCHANGES.

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LONDON, E.1.

Phone, Shoreditch 8433.

780-450

**1947** 2-3-ton BEDFORD Luton van, approximately 1,000 cu. ft., £100.

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780-429

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**Luton Vans and Pantechnicons Wanted**

**1,000** -CU.-FT. petrol Luton van, Bedford or B.M.C. etc., must be in good condition. Box CM8023, care of "The Commercial Motor".

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**URGENTLY** required, 1,500-1,700 c.c. ridged or articulated removal pantechnicon with crew space seating 3-4 men, petrol or Diesel, must be in good condition, any reasonable offer considered. Write or phone the Secretary, The London and Stansfield Furnishing Co., Ltd., Stansfield, Essex. Phone, Stansfield 2345.

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**MOBILE** van for sale, 33 ft. long by 8 ft. wide, incorporating spacious lounge suitable for office, sleeping quarters display purposes, etc. This is an ideal site office van to accommodate personnel in first-class comfort on building sites, road reconstruction work, etc. Price £1,750.

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**ONE** 4,000-gal. 5-compartment of 800 gal. Darham vehicle tank. One 3,600-gal. 6-compartment of 600 vehicle tank. Two 800-gal. oil-storage tanks. One 4,000-gal. American vehicle tank, suitable for storage.

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**TWO**, 1,800 gallons, stainless steel, round, ex-vehicle tanks, excellent condition.

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**SEVERAL** large-capacity articulator road tank trailers, 14.00 by 20 tyres, Scammell coupling, 313 Chelmsford Rd., Mountnessing, near Brentwood. Phone, Brentwood 5044.

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**AUSTIN** double-rear-axle double-ram tipper, must be sold, £120. Mrs. E. Hales, 7 Manor Rd., Walsley, near Sheffield. Phone, Kiveton 476.

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**1950** MAUDSLAY double-drive 8-wheeled Pilot tipper, with A.E.C. 9.6-litre engine, all tyres as new, complete machine in outstanding condition, 14.0 arranged, £1,475. Morris, 506-508 Kingston Rd., S.W.20. Phones, Cherrywood 4568, 1480. Night, Cherrywood 41.

**1956** FORD Thames ET17 Diesel tipper, steel body, in good running order, choice of six, £350 each.

**1954** FORD Thames 4D 5-yr. tipper, steel body, owner since new, excellent running order, £365. Also a number of other useful tipping lorries in stock.

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**1950** MORRIS 5-ton furniture van, full Luton body, used on C licence only, £395.

**1950** MORRIS 5-ton furniture van with full Luton body, £325. Both vehicles guaranteed mechanically.

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**ANY** of the above tractor units can be supplied with suitable trailers if required. Terms, exchanges.

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**1943** SCAMMELL 45-ton tractor, first-class engine, rest in good condition, £275. Langley Mill 780-122.

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Applicants must be able to show that they have a high  
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**APPLICANTS** must have served a recognized appren-  
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**INITIAL** salary depends on qualifications and experience  
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### COUNTY BOROUGH OF CROYDON. AUTOMOBILE ELECTRICIAN.

**A** vacancy exists for a well-trained automobile electrician  
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**ARTHUR E. GOULD, LTD.**, Ford Main Dealers, 290-2  
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scheme for suitable applicant. Apply to Box CM809, care  
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Middx. 780-228

**SKILLED** bodybuilder and fibreglass moulder required  
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**MAN**, aged 3  
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Mechanical and  
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**WORKING** Diesel, we  
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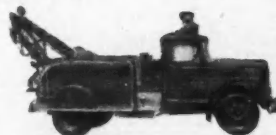
**MAN**, aged 32, at present traffic manager, seeks change, preferably C licence. Resident S.E. London. Mechanical and administration experience. Reply Box CM8015, care of "The Commercial Motor." 780-11679

**WORKING** foreman mechanic, 37, expert petrol, Diesel, welding, machining, electrical, repair, reconditioning anything. Present charge vehicle fleet and dairy plant, Ayrshire, very keen, enthusiastic, likes perfection, seeks situation with housing, excellent refs. Anything progressive considered in any field. Life in trade. Box CM8017, care of "The Commercial Motor." 781-1741

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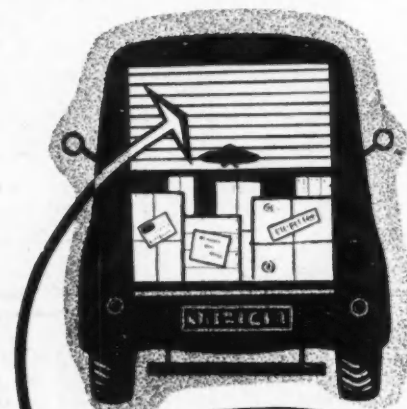
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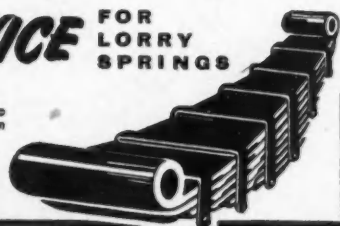
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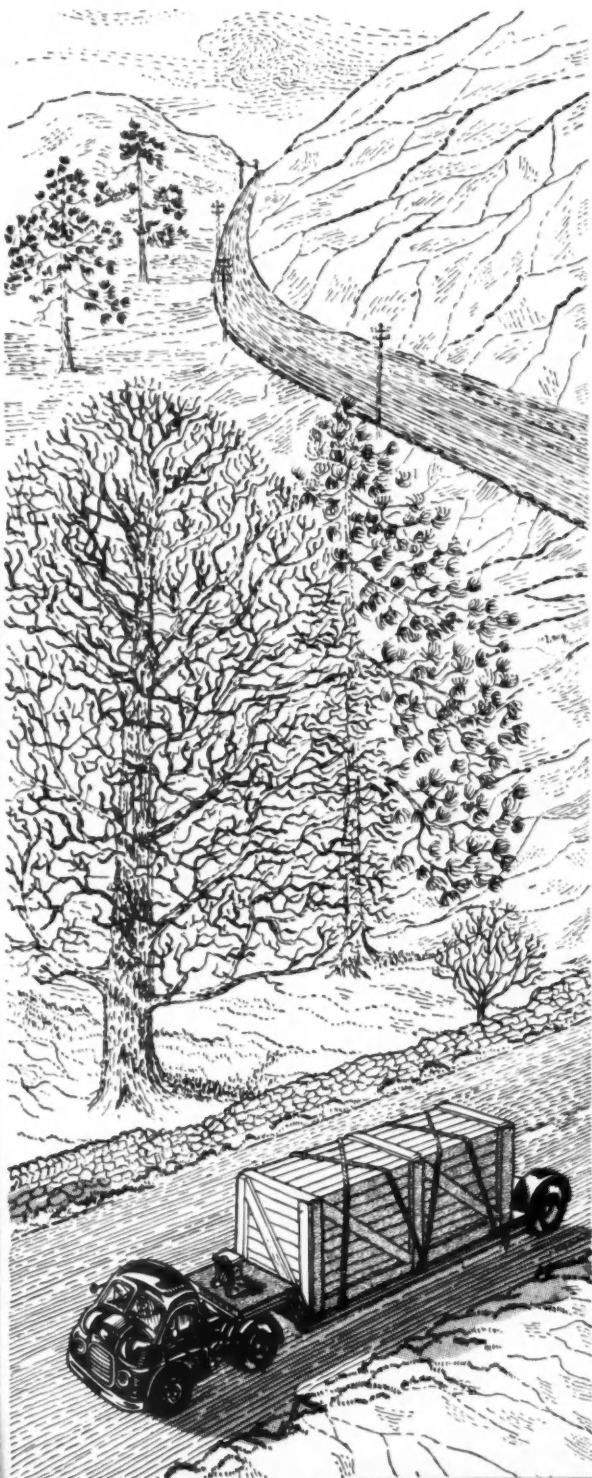
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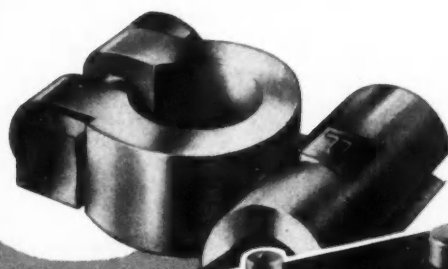
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